

# The Hongkong Telegraph.

WEATHER FORECAST  
FAIR  
Barometer 29.79

(ESTABLISHED 1851.)

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July 2, 1913, Temperature a.m. 83, p.m. 86; Humidity 84, 74.

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9136 晚九廿月伍年丑癸

THURSDAY, JULY 4, 1913.

四拜禮 號三月七英曆西

838 PM ADAMS  
SINGAPORE CORN 10 CENTS

## TELEGRAMS.

### THE TURF.

#### PRINCESS OF WALES STAKES

Reuter's  
[Service to the "Telegraph."]  
London, Received July 3.  
The probable starters, together with jockeys and weights, for the Princess of Wales Stakes, to be run at Newmarket over a distance of a mile and a half to-day, are as follows:—Catmint (Jellias), 9 st. 12 lbs.; Aleppo (Wootton) 9 st. 12 lbs.; Lance Chest (Walter Griggs), 9 st. 12 lbs.; Corncock (Riokaby), 9 st. 4 lbs.; Pilliwinkie (Maher), 9 st.; White Magic (W. Huxley), 8 st. 11 lb.; Forty Foot (Donoghue), 8 st. 1 lb.; Lorenzo, 9 st. 9 lbs.; Magnifico, 8 st. 1 lb. (Whalley).

#### THE FIRST POLO MATCH

##### Weakness of the British Forwards.

As a telegram received at the time stated, America beat England at Meadowbrook on June 10, in the first of the matches for the America International Polo Cup, by 5.1-2 goals to 3 goals. The teams were as follows:—

America.—Mr. J. M. Waterbury, No. 1; Mr. Lawrence Waterbury, No. 2; Mr. H. P. Whitney, No. 3; Mr. Davenport Milburn, back.

England.—Captain I. L. Cheape, No. 1; Captain N. L. Edwards, No. 2; Captain R. C. Ritten No. 3; Captain Vivian Lockett back.

It is evident from the "Times" special correspondent's description of the play that the British forwards failed to take advantage of their opportunities. Even with this failure, however, they would probably have held their own on the whole if they had been able to withstand the onslaught of the American forwards in the first period. A tremendous number of people watched the game, and there was a great outburst of enthusiasm at the conclusion.

The honor of scoring the first goal of the game fell to M. L. Waterbury after the ball had come to him from his brother. The first period went all in favour of the Americans and before it closed Mr. J. M. Waterbury had notched the second and Mr. Milburn the third with a sensational long shot. England did not respond and America led at the first period by 3 goals to nil. No doubt throughout this period the dashing combination of the brothers Waterbury, coupled with the wonderful support of Mr. Milburn behind, completely outclassed the efforts of the British players.

Early in the second period England scored sensationally. Captain Lockett led his forwards splendidly, but they failed to take advantage until Captain Cheape got possession and shot the first goal for England from half the length of the ground, thus showing in what can be done when combination play is not upset by suddenly being galloped over. Later Mr. J. M. Waterbury scored, but before the period closed the Americans were penalised half a goal for a foul and thus led by 3 goals to 1.

In the third period Mr. Milburn, who playing a giant's game, added another goal, and in the fourth America added two more. This period was remarkable for the brilliant play of the brothers Waterbury backed by Mr. Milburn's genius at its best, and Mr. Whitney's steady, purposeful feeding of his for-

## TELEGRAMS.

### HOME CRICKET.

#### THE LATEST RESULTS.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 3.  
Cambridge University beat M.C.C. by an innings and 152 runs at Lord's.  
Oxford University drew with Hampshire at Southampton.  
Sussex beat Surrey at the Oval by an innings and 158 runs.  
Nottingham beat Kent at Nottingham by 82 runs.  
Warwickshire beat Lancashire at Birmingham by two wickets.

wards. The combination of these factors overpowered the British forwards, though there was nothing to be desired in the British defence, except that our backs were a trifle let by the Waterbury combination as not to be able to get the ball quite up to their forwards. America were penalised for a foul and now led by 5 to 1.

Too Britishers improved in the next period and Capt. Ritten and Capt. Cheape registered goals. The sixth period produced no score, and in it the game was stopped owing to Mr. J. M. Waterbury having his finger broken in two places. Mr. L. E. Stoddard came in to play, and No. 1 in his stead, and after about ten minutes' delay the game was continued.

Although the Americans were so unfortunate as to lose the services of Mr. J. M. Waterbury, yet the other Americans profited more by the rest and delay caused by the accident than the British players.

There was much hard play in the seventh period, each player riding for his life. In the latter half of this period the British players seemed to have got the upper hand and had three shots at the American goal in rapid succession, but within an area of scoring. At the end the score was 4 to 3 in America's favor.

In the last period one goal was notched by Mr. Waterbury, and though the Britishers made many gallant attempts, they could not get through the American defence.

##### A Review of the Game.

It is difficult to give a just appreciation of this game, says the "Times" correspondent. As it appeared to me, Mr. J. M. Waterbury was trying when he received the blow from a stick which broke his finger and put him out of the game. A new player, fresh and powerful like Mr. Stoddard, coming into the game at that point, made an enormous difference.

The strength of the American game throughout, as can be seen from the manner and time in which the scores were made, lay in the hurricane tactics of the American forwards. Although at various stages the British players completely outplayed their opponents, yet so inaccurate was their shooting at goal that they were unable to profit by their superiority when established. The individual brilliance of Mr. Milburn accounted for the goals which won the game for his side. The work of the British team was the gap between forwards and backs, which was discovered by the forcing game that the Americans played before they tied. The British backs found it impossible to get the ball up to their forwards, who did not seem to realize this and lay too far up in the game away from their supporting players.

It was a great and gallant game; there is no need to be overdone with deplendency. I firmly believe that, profiting by to-day's experience, England should win the next game. During the second, third, fifth, and sixth periods it certainly looked as if England would retrieve her fallen fortunes.

## TELEGRAMS.

### BALKAN AFFAIRS.

#### BULGARIAN REVERSE.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 2.  
It is semi-officially announced in Belgrade that fighting was continued yesterday. The Bulgarians were repulsed along the whole line, lost six quick-firing guns, and 800 were taken prisoners. It is admitted that the Serbian loss was heavy.  
The Bulgarians claim to have routed the Greek and Serbian aggressors in the recent fighting, and to have seized and occupied the positions from which the Greeks and Serbians were ousted.

On The Defensive.  
The Governments at Sofia and Belgrade announced on Tuesday that the troops have been ordered to remain on the defensive.

Optimistic.  
Though a state of war is declared to exist, it is pointed out in Belgrade that diplomatic relations are not interrupted.

Diplomats in London and the Continent are still confident that war will be averted and that the acceptance of arbitration by the Skupstina will mark the beginning of a peaceful solution through the mediation of Russia.

Greece Protest.  
London, Received July 3.  
Greece has sent a Note to the Powers regarding the Bulgarians of attacking for the purpose of securing possession of territories in dispute, and a statement of the difference at St. Petersburg.

Greece will not allow this game to continue, says the Note. The Greek troops will advance until the Bulgarians have evacuated the territory seized.

Bulgaria and Serbia have likewise addressed the Powers on their respective standpoints, strongly urging all three not to allow themselves to be dragged into war while there is a way open to arbitration.

##### Roumania Alert.

Reuter's correspondent at Bukharest states that mobilisation may be expected to-morrow unless there is better news to-night.

## TELEGRAMS.

### CARPENTIER'S VICTORY.

#### Wells' Dramatic Collapse Described and Considered.

Writing in "Boxing" on the Wells-Carpentier fight, Mr. F. Hurdman Lucas says:—"There was strange irony in the fact that this crushing defeat was administered to our colours on the very night that had just ninety-eight years ago, been the scene of the greatest feat of British arms recorded in the history of the world. How the mighty had fallen! Was there not something prophetic in the fact that the recollection that, within a few miles of to-day's defeat, Wellington had crushed the proud eagle of France, and checked the career of that maker of kings—Napoleon Buonaparte? I wonder how many Englishmen present on this never-to-be forgotten afternoon at Ghent remembered that other June day in 1815.

Had not memories of Waterloo been partially effaced by this extraordinary French victory? Victory that meant so much for France's honour, and how much for our amour-propre!

"We are proud of our triumph of this day," remarked a Frenchman after this twisting of the lion's tail. Proud, ay—and how proud of that irresistible youth who, with one blow at our champion, struck a greater one to all British hearts. Proud? Well, they might be proud of such a child, that effeminate mortal that bears the shape of perfect man—this erstwhile idolised and now worshipped god who, with a single bound, has gone to the pugilistic heaven.

## TELEGRAMS.

### JOHANNESBURG STRIKE.

#### MANY MINERS OUT.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 3.  
Reuter's correspondent at Johannesburg wires that a strike of miners there is assuming grave proportions and is likely to sweep the whole reef.  
Strong professions of strikers are bringing out workers from mine after mine, and the generating stations supplying the bulk of the power to the mines are guarded by troops.

##### Echoes of the Glorious Past.

Yet we could not resist the awful truth. The more we tried to gather or scatter thoughts the more they became confused. Then might loom fell upon our ears, as if from the cannon of an adjacent battlefield. Buonaparte's artillery had awakened in the helioph year of French enthusiasm, and with it awoke, as if from the past, to the horrible present. There the Frenchman's work lay before us in the shape of a prostrate gladiator, the while some thousands of hearts beat fast, and yet others, focusing, as was the atmosphere, laden as it was with British tragedy, we could no longer dream. The truth lay before us in all its dire significance and awfulness.

##### The Young Eagle.

The young eagle, at once more fought the old lion, the former's fangs sinking deep into the latter's brain. It was an ancient battleground, too, whereon the two had already met, with very different result. The glorious red, white and blue waved victoriously in the Belgian breeze on that historical day. The old flag was valiantly torn from its pole on this calamitous occasion and run up as the tricolour blue, white and red.

In the midst of all this, and in the face of this latest British defeat, there was not one Englishman present, I dare swear, who begrudged the young French champion his glorious victory.

It has seemed an impossible performance, and still more so as the song sounded its first engagement cease fire. Yet this valiant youth, at the age of France had accomplished it. He had himself been within hair's breadth of disaster, but with that superhuman courage that has characterised his pugilistic work, surmounted the difficulty, jumped the chasm and emerged triumphant.

##### The Dramatic Turn.

It was a feat indeed—one that may never be equaled again in the history of the ring to come. So hopeless appeared the boy's chance of success in the initial flash or arms that a wager of 1,000 to 2 was offered against him with no takers. This was the first dramatic touch of one of the strangest fights ever conceived. Things moved with such rapid transition of unexpected results that from first to last emotion ran riot. From certain victory we saw our champion fall in equally certain defeat.

There were spontaneous cries of pity from all present, irrespective of nationality, as France's idol, torn from its lofty pedestal by a mere boy, lay shattered at our champion's mercy.

##### George the Lion-hearted.

How little it was to know the quality of that young hero's heart! Had he not shown us in his desperate and unflinching such thrilling mobilities as Klondike and Panke, that the lion's instinct was ever present within him? Had he not, even as a mere baby, given proof of his courage and tenacity? Here at Ghent, we were given the greatest lesson of pluck ever witnessed.

## TELEGRAMS.

### CRYSTAL PALACE FUND.

#### BIG CORPORATION VOTE.

Reuter's  
[Service to the "Telegraph."]  
London, Received July 3.  
The London City Corporation has voted £20,000 to the Crystal Palace Fund.

within the precincts of a roped arena. Think of it! The proverbial dog's chance seemed to have vanished, when, lo and behold, he comes up and marches on to victory. He was a sorry sight in those first and second meetings, but with miracle-like suddenness the hand of fortune turned toward him and the unexpected came to pass.

##### British Reverses.

This was not the first British reverse at the hands of this handsome youth. We had felt our first pang (not unmixed with admiration) when he clomped up our welter weight champion, Young Joseph. "An accident of fate!" cried the gaping Britishers in their agony. Then came the tragic occurrence at Monte Carlo when our middle weight champion, Jim Sullivan, went down to defeat in two rounds. Still the lion shook his mane and spoke of luck and what not. Having graduated thus far in European Championship honours, and arrived at the light heavy weight standard, Bandman Rice was called upon to check the victorious march of the newly arisen Napoleon of the prize ring. With equally dramatic precipitancy a third Britisher, hit the dust and there remained but the supreme British title for him to covet.

##### The Crowning Joy.

Strange as it may appear, and although with a disadvantage of nearly a stone and a half in weight, this youthful pugilistic maestro was fired with the desire to meet the heavy weight champion England. That desire was born of a long expressed belief that Wells would prove but the crowning joy of his triumphs over the British champions.

(To be Continued to-morrow.)

## BRITISH INFLUENCE IN CHINA.

### The Hongkong University.

Under the above heading an article appears "from a correspondent" in the "Times" of June 7. Our readers will remember that our telegram of June 8 drew attention to this article, the text of which we are now able to give.

The story of the amazing development and commercial activity of the Colony of Hongkong is one of the glories of the British Empire. The little island, situated at the mouth of the Canton River, was 70 years ago, a granite rock, the refuge of a few pirates. The occupation by the British led to a transformation which the most sanguine of that time might have said was impossible. Our far-seeing fellow-countrymen in the East selected the barren island in preference to other more attractive places because of the magnificent harbour which it commands. It was the instinct of a maritime people, and time has more than justified those pioneers of Empire. After the occupation there began that great struggle with nature which is at once the pride and inspiration of the British Colonists in China. The deadly malaria swept away whole regiments—the very name

Hongkong became associated with death. None of the little children born to Europeans survived the diseases of the tropics, and but few of the adults in those first and years came back to their own country. A weaker race must have given up the struggle. But the island was an outpost of Empire; to-day it is one of the greatest ports in the world, the clearing-house of a hemisphere. Malaria has been fought and almost conquered. Reclamation work and afforestation have utterly transformed the physical features of the place, and now the visitor sees at the Eastern end a colony which appeals to the nation near it equity, security and commercial development.

For many years Hongkong has been extremely interested in all educational work, and many thousands of scholars crowd the numerous schools. It was not, however, until the arrival of Sir Frederick Lugard as Governor of the Colony that any idea of establishing a University was mooted. It happened that as soon as Sir Frederick made the suggestion, a wealthy British subject, Sir Horamjee Mody, offered to erect the necessary buildings, while the Government of the Colony obtained the permission of the Secretary of State of the Colonies to grant a magnificent site. Sir Horamjee subsequently stated that he was inspired to make his generous offer by a conversation with Lady Lugard, "herself a keen educationalist who took a great interest in the scheme, and who, before leaving Hongkong expressed to me the assurance that it would arrive at a successful issue." His Majesty the King expressed his personal interest in the scheme. In June, 1912, a distinguished scholar and administrator, Sir Charles Eliot, was appointed Vice-Chancellor and administrative head of the University; in the following September the University began its first session. Success was assured from the first opening of the registers, for all the available hostel accommodation was immediately filled and extensions were hurried forward. At the present time developments in the various faculties of the University are limited only by financial considerations. It is especially desired to extend a work which has already done so much to re-establish British prestige in China.

The Hongkong University is a reality because of the enthusiasm of the British in the Far East and of the Chinese merchant's association with them. Development proceeds on the lines laid down by the founders; it will have a most far-reaching effect on the relations between the East and the West—particularly between Great Britain and China. The undergraduates receive all instruction in English, and are men destined to occupy high and responsible positions in China, for they are drawn from the best families. To-day those whose are foremost in the van of progress and reform in China are alumni of the Hongkong schools, but many of them have obtained their University education in America or in Germany. The citizens of this little British colony—a mere speck on the map—have by their foresight and remarkable educational experiment which will profoundly affect a nation numbering one-fourth of the population of the world. They have subscribed liberally to establish a University which is founded on Mr. Joseph Chamberlain's ideals of a modern centre of learning. They invite the assistance and cooperation of other citizens of the Empire in this remarkable pioneer work. They especially wish to have medical chairs endowed in such subjects as anatomy and tropical medicine, while the need for professors in pure and applied science is urgent. It is only necessary to mention the desire and hope that the ancient Chinese literature, which may be destroyed during political disturbances, should find a secure home in the University library.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

Latest cricket results are given elsewhere.

There are indications that Roumania will likely mobilise.

In further fighting with the Serbians the Bulgarians have sustained bad reverses.

The London City Corporation has voted £20,000 to the Crystal Palace Fund.

The probable starters and jockeys for the Princess of Wales Stakes are given in a telegram.

Diplomats in London are confident that a general war between the Allies will be averted.

Many people were killed and houses shaken down by a powder magazine at K. long-fa exploding.

A strike of miners at Johannesburg is assuming grave proportions and is likely to sweep the whole reef.

Fifty-five people have been executed at Wuhsien in connection with a plot to depose Vice-President Li Yung-hung.

Greece has sent a Note to the Powers regarding the Bulgarians of attacking for the purpose of securing possession of territories in dispute.

##### LOCAL.

A description of the Wells-Carpentier fight appears in this issue.

The Nippon has been refitted and is now in a floating dock at Olongapo.

A report of yesterday's meeting of the Sanitary Board appears in to-day's issue.

Details of the rainfall in June, at the Botanic Gardens, appear in to-day's issue.

A special article offering some suggestions for improving the Theatre Royal appears to-day.

##### A Tokyo-Yokohama Canal.

A project is on foot to organize a company for constructing a canal connecting Tokyo with Yokohama under the Canal Law enacted by the Diet last year. Among the promoters are Baron Sengo and other noted business men of Tokyo and Yokohama. The prospectus of the company will shortly be made public.

Mr. Carnegie's Idea.  
Mr. Andrew Carnegie, speaking at a banquet at which he was the guest of the Library Association, said he was often asked why public libraries attracted so much interest. It was hereditary. His father collected books to lend to neighbours, and that was the germ of the public library idea. He had now established nearly 2,500 libraries, and as he was continually called upon for more from different parts of the English speaking world he hoped to see 5,000 established.

## DON'T FORGET.

### TO-DAY.

Victoria Theatre, 9.15 p.m.  
Bijou Scenic Theatre, 9.15 p.m.  
Mallin at St. Andrews Hall, 9.30 p.m.

### TO-MORROW.

Victoria Theatre, 9.15 p.m.  
Bijou Scenic Theatre, 9.15 p.m.  
Saturday July 12.  
Gymkhana.  
Wednesday July 10.  
Star Ferry Co. Ltd. extraordinary general meeting—12.30 p.m.



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South China Morning Post

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continues to be of a most dis-  
quieting nature. Near at hand  
roving bands of brigands are ter-  
rorizing peaceful villages and  
making sad havoc with their  
rifles, pistol and choppers wher-  
ever resistance is offered. Only a  
few days ago separate gangs of  
marauders, "all armed  
to the teeth," as our cor-  
respondent states, looted three  
of the stations on the Chi-  
nese section of the Canton  
Kowloon railway, and this not-  
withstanding the recent appeal  
of the Engineer-in-Chief, Mr.  
Grove, for adequate protection.  
These daring raids and the in-  
ability of the authorities to give  
the protection desired suggest  
that an important screw is loose  
somewhere in the administration.  
Only this week, we under-  
stand, several of the West  
River captains have received  
letters from the pirate chiefs  
hinting politely that certain  
demands must forthwith be con-  
ceded if disaster is to be avoided.  
Receipt of a threatening letter in  
these days in South China is not  
to be too lightly regarded and the  
fact that the pirates make men-  
tion of the robberies on the  
Canton-Kowloon railway indi-  
cates collusion and a likelihood  
of the worst to happen.

## China Mail.

Woman's Century in Turkey.  
We often hear that the twen-  
tieth century is to be woman's  
century. Certainly women's  
colleges, women's clubs, and  
women's professional life have  
raised the gentler sex, as it were,  
to be styled, into great eminence  
on the stage of life. The ground  
on which female emancipation has  
been built is education. The  
leaders of Turkish thought are  
beginning to realise this and to  
discover the power that educated  
women can possess in serving  
society and their country. Thus  
Ahmed Jevdet Bey, writing from  
Vienna to the "Ikdam" (Con-  
stantinople), makes an earnest  
plea for the education of his Tur-  
kish sisters, whose industry and  
quickness to learn he fully ap-  
preciates. They are not the  
dreaming, useless slaves they  
used to be, he says, or the "hired  
animalism" of the harem and the  
bazaar; they are potentially  
noble, sensible, and intellectual  
creatures; that is, if properly edu-  
cated and trained. He believes  
that they see Turkey's present  
position more clearly than the  
men do, and are quite capable of  
lending a hand to extricate their  
country from utter ruin.

## Daily Press.

The Balkan Situation.  
Serbia, too, has been insisting  
that the conditions that have now  
arisen are so very different from  
those contemplated by the Treaty  
she entered into with Bulgaria  
before the war, that it can no  
longer be considered as binding,  
and she is asking that the whole  
division of the spoils should be  
discussed by the Allies together.  
Bulgaria denies the force of the  
Serbian contention and insists on  
the sanctity of the Treaty. Now  
we have Roumania again threat-  
ening to take active measures if  
formal war breaks out among the  
Balkan States. And, in spite of  
the fact that the daily hostilities  
on the frontiers have now assumed  
the dimensions of war, and the  
Allies have begun to exchange  
notes of extraordinary violence,  
we find the Powers as hopeful as  
ever of being able to arrange a  
settlement acceptable to all parties.  
We can only hope that more  
satisfactory evidence of this will  
speedily be forthcoming. Such  
evidence of the relations of the  
Allies as the telegrams of the last  
few days afford do nothing to en-  
courage the belief that the situation  
in the Balkans has ceased to be a  
very real cause of anxiety to  
Europe.

For a good solid meal a la  
Carte or Table d'Hôte with  
Wines & Liquors of the Best  
ALEXANDRA CAPE CO.



## GENERAL NEWS.

## Spain and Japan.

The Spanish Senate on 5th ult. approved the report on a Bill authorising the Government to ratify the treaty of friendship with Japan.

## An Interesting at Home.

An At Home was given on June 5 by the Belgrave Ladies' Club, past and present, who had lived in, or were home from, the Straits Settlements and Federated Malay States. Lady Birch, who received the guests, is president of the club, which she hopes to make the acknowledged headquarters of women home from the Straits Settlements and Federated Malay States, and her efforts have already met with much success. A dinner was arranged for 26th ult. when Lady Birch was again to be the hostess.

## Cancer Research.

Anxious to establish a memorial to his brother, the late Mr. William James, and recognising the imperative necessity that every effort should be made to discover the cause and cure of cancer, Mr. Arthur James has decided to devote the income of £20,000 to the Middlesex Hospital, an institution which closely combines clinical and pathological research on the disease. Mr. William James, who died in March of last year, was an intimate friend of King Edward. He lived at West Dean Park, Chichester.

## The King at the Wheel.

"The King never drives a motor-car," says Captain the Hon. Sir Charles Wentworth Fitzwilliam, the Crown Equerry, in an interview in the "Motor" describing the royal garage. "That does not mean he cannot, because he has taken a turn at the wheel, just for the sake of the experience, on several occasions. He never drives on the highway, and he has never driven other than for the purpose of merely trying a car. On the other hand the Prince of Wales drives, at Oxford and elsewhere, quite frequently."

## President Yuan.

According to the Far Eastern Agency, says the "London and China Express," the President of the Chinese Republic has invited ex-President Roosevelt to undertake the office of councillor, with a view to restoring to China liberty and progress consonant with the vital interest of the country. Mr. Roosevelt told a New York correspondent, however, that the report of his willingness to accept such a post lacked foundation, and suggested that it emanated from the same source which credited him recently with the intention of spending his spare time as King of Albania.

## Tailor-Novelist.

A new historical novel entitled "Detained by the King," the work of Mr. Arthur Malby, a West End tailor, and dealing with the life of Judge Jeffreys, has been added to the royal library at Buckingham Palace. "I find that I can complete my business as a tailor in four days of the week," says Mr. Malby. "From Friday night till Tuesday morning I devote my time to art and literature, the two things which are nearest my heart. 'Detained by the King' is my third novel. At present I am engaged on a romance on the love affairs of Edward IV. I was inspired to write chiefly by my literary clients."

## Synthetic Camphor.

After a long judicial inquiry, states the "Chemist and Druggist," of May 17, legal proceedings are to be taken against twelve directors of the company formed several years ago for the manufacture of synthetic camphor, known as Le. Camphre, and its subsidiary company L'Oynnie, which was supposed to look after the sale of the patented processes for making camphor. The defendants will be accused of having sold the original patent for the manufacture of synthetic camphor by fraudulent means, in view of which they formed the company Le. Camphre knowing the said patents to be worthless from a practical commercial point of view; also with having shared large sums of money between them. The proceedings are taken at the instigation of a body of shareholders in the company who claim to have lost over a million francs (£40,000). The case is down for hearing on June 12, and very prominent counsel have been retained.

## A NEGLECTED CEMETERY.

## A Tragedy of Forgotten Files.

"I have spent two days in the vast building allotted to provincial papers by the British Museum in Hendon," writes Sir W.R. Nicoll in the "British Weekly." "There are but few whose business or pleasure takes them to the spot. Perhaps a dozen persons or twenty in a week may pass through its great catacombs. To a journalist the sight is suggestive of many thoughts, and it is of the vanity rather than of the glory of his profession that he is tempted to think. Looking at these huge and innumerable volumes, he cannot but think of the toil and thought that have been spent on them, and about the apparent end of all. There are thousands amongst these huge books which no one has ever opened, or ever will open again. The writings have withered like the grass of the field as soon as the day or week of their allotted existence was over."

"Still more melancholy is the fact that even when the books are opened they tell nothing, or at best, 'very little,' about their writers. In old days, the anonymous system prevailed so strongly that the authorship of articles was not only concealed, but was even a jealously guarded secret. The vast majority of men who were effective and powerful journalists in their day are utterly forgotten. There is not even an obituary notice to be found in the papers they edited. They moved in the spheres of their work seen by their fellow-citizens continually, but wholly unrecognised and unknown. They carried on their controversies with vehemence, and even with ferocity; but they and their contemporaries stand together on these shelves silent."

"To those who have had a share in the writings of these papers their aspect brings back the past. Here is a volume in which we wrote many columns long ago. Shall we take it down and try to recapture the moods of youth? Better leave it. Better submit with a good grace to our doom of oblivion. As I walk through the British Museum room I see not a few papers in which I could identify some of the contributors. There is Thackeray, for example. There is Meredith, there is Barrie, there is Frederick Greenwood, there is Charles Cooper, and there is many another who has since won fame in other fields. But none of these would thank anyone who disclosed the work of their obscure years. And, after all, the speaker, too, even the greatest speaker, has but a short life. Many a Cabinet Minister has been excluded from the Dictionary of National Biography for the good reason that no one now takes the smallest interest in his career. Great lawyers, wealthy business men, and others prominent in their hour are swept away into forgetfulness even as is a journalist."

## MISTAKEN EMPIRE-BUILDERS.

"National ideals," says Mr. Andrew Fisher, the Australian Prime Minister, "grow apace in the Oversea Dominions, and a manifest desire among their people to take upon themselves a full share of the responsibilities and duties of subordinate nationhood is a most hopeful sign of a wider patriotism that will go far to assure the safety and welfare of the Empire. Confidence begets confidence. In the free Dominions the authority of the Crown, and of the ancient institutions of our country stands to-day more firmly than ever. The eagerness of some Empire-builders to impose more binding ties on its several parts appears to me a mistake. They could never be used coercively, and would be a poor substitute for those strong yet flexible and unfelt ties of love and duty which call us into the breach in a time of danger. If annual Imperial Conferences were held, and held not always in London, I am of opinion the world would hear less of Empire dangers."

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ONE CENT PER WORD  
FOR EACH INSERTION.

## TO LET.

MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. No. 21, SHELLY STREET, No. 2 Mountain View, Peak, from 1st July.

To let or for sale, 'GLEN-SHIEL,' Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

'CRAIG RYRIE,' No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns. To let, furnished 'KIRKEN-DOA,' No. 113 The Peak, till 30th September. Immediate possession.

'One Godown,' Duddell Street, FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

FOR SALE.—'LADBROKE,' No. 9 Conduit Road, Fine View of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodations for 30 Servants. Apply to

LINSTEAD & DAVIS, 3rd Floor, Alexandra Building Hongkong, 27th June, 1913. [211]

LA HACIENDA EAST, 74, Mount K. lot Road, GODOWN in Ice House Road, at present in occupation of Messrs. E. D. Sasson & Co.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong 7th June, 1913.

TO LET.—(from 1st July 1913) No. 2 Mountain View, The Peak. Apply LINSTEAD & DAVIS. Hongkong, 9th June, 1913. [345]

TO LET.—Godown 153, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

## TO LET.

TO LET—AT KOWLOON, NEW MODERN 3 ROOM-ED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession. Also NEW FIVE ROOMED TERRACE HOUSES WITH TENNIS COURTS. Now ready for occupation. Apply to—HUMPHREYS, ESTATE & FINANCE Co., Ltd. Alexandra Buildings, Hongkong, 22nd May, 1913. [387]

To LET.—Furnished or Unfurnished, 3 rooms with use of Kitchen; highest level; good view.—'Reasonable.' Hongkong Telegraph.

TO LET, unfurnished, 'Edgehill,' No. 6a The Peak. A five-roomed bungalow. Apply to A. Raymond, c/o S. J. DAVID & Co. Hongkong, 28th June, 1913. [377]

TO LET.—Drawing Room suites and single rooms to let at 'BERYL' Station Hotel Annex, Kowloon, Separate bathroom, tennis court and separate entrance.—Apply Station Hotel, Kowloon.

## FOR SALE.

FOR SALE.—Auxophone, by the Gramophone Company, Limited, complete with 100 records, of which 70 are practically new. This gramophone works by an electric motor. It was bought in May, 1911, and is in good condition. Originally cost £100.—Apply to Adjutant 126th Baluchistan Infantry, Kowloon.

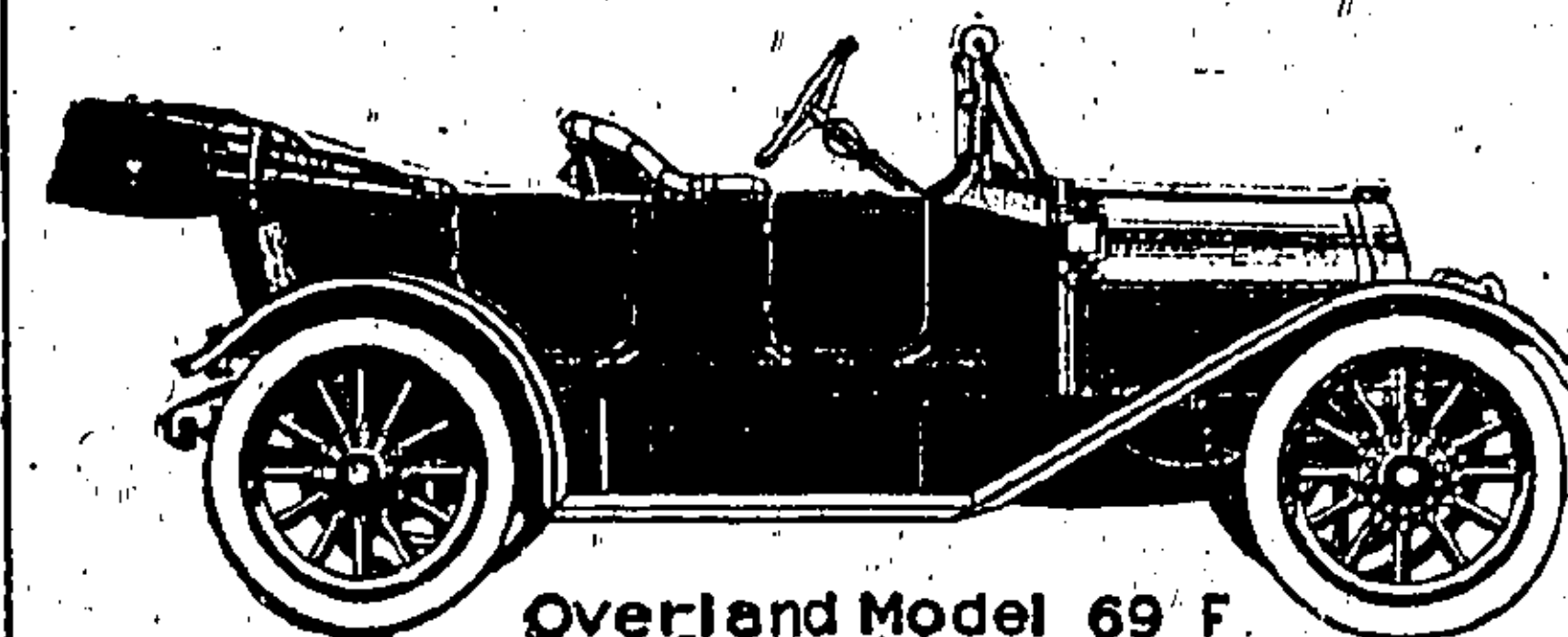
## SCOTTISH CHURCH UNION

After several hours' debate in crowded houses the General Assemblies of the Church of Scotland and the United Free Church each adopted unanimously the report of its section of the Joint Committee on Church Union, and agreed to reappoint the Committee on the understanding that during the year the Church of Scotland Committee will draw up a draft constitution which shall be satisfactory to the United Free Church; a basis of union, embodying the "Auld Kirk" ideal of a National Church on the one hand and the United Free ideal of spiritual independence on the other. The Church of Scotland would then seek to have that embodied in an Act of Parliament. The Church of Scotland also stipulates that her religious endowments shall be conserved for religious purposes.

"One thing, at any rate, is certain," says the correspondent of the "Times," "that the leaders on both sides mean business; that they believe in union and mean union; and that the long field to be traversed is that of conciliation and patient readjustment. That the Churches concerned are of one mind with their leaders is shown by the results of their respective debates to-day. Not the most sanguine member of either Assembly believed that a unanimous finding would be reached even in one Assembly, much less in both. Yet, to the general amazement, this outcome has been achieved."

## Business B.A.s.

It has been decided that candidates for the new business diploma at Oxford University must have passed all examinations necessary to the B.A. degree.



Overland Model 69 F

10 OVERLANDS WILL ARRIVE SHORTLY.

Sole Agents.

## DRAGON CYCLE DEPOT.

(Prospective Buyers can try this Car free of charge.)

IN GREAT DEMAND  
CHANSON & CO., LTD'S.

PRICKLY HEAT LOTION  
An infallible remedy for this distressing complaint.  
PRICE 75 Cents per bottle.

PRICKLY HEAT POWDER  
An ideal dusting powder for Prickly Heat, Sunburn etc. Quickly removes the odour due to excessive perspiration.  
PRICE 60 Cents per box.

MOSQUITO LOTION  
Speedily stops the irritation caused by Mosquito bites, Jelly Bugs etc., etc.  
No Bathing Party complete without a supply.  
PRICE 75 Cents per bottle.

QUEEN'S DISPENSARY,  
CHANSON & CO., LTD.

Tel. 492 31, QUEEN'S ROAD CENTRAL.

## Aids Digestion—Prevents Indigestion.

O.T.

O.T. is a true digestive, and really does what liqueurs are supposed to do, namely, Aid Digestion. It is the only liqueur in the world without alcohol, and thus is most suitable for ladies and those

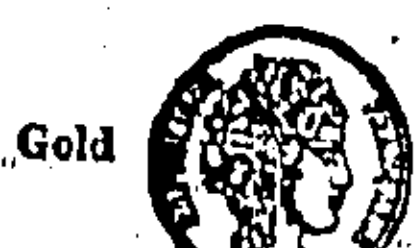
averse to spirituous drinks. As a preventive and remedy for indigestion, O.T. is favourably known to thousands of people in all countries.

## A Stimulant as Satisfactory as Alcohol

A Liqueur—Stomachic—Pick-me-up.

Made from natural fruits and herbs O.T. is a pure and healthful beverage, and only favourable effects follow its use. After over-indulgence there's no better "pick-me-up." As a tonic when you feel "out-of-sorts," there's nothing better to make you fit and well again.

meatime drink, as an after-dinner liqueur, and as a remedy for indigestion, flatulence and "full feeling" after meals. As a stomachic, it has wonderful virtues for colic, dysentery, and other stomach troubles. No drink is more suitable than O.T. for both abstainers and non-abstainers; none is more healthful for young and old.



British Analytical Control

Paris Exhibition, 1909

Empire Exhibition, London, 1911

## The More you Drink O.T. the Better you like it!

O.T. wins favour with all who try it. Its distinctive character, its refreshing and exhilarating qualities, its satisfying body and "bite" appeal to you—its taste grows on you, and you soon realise that each glass adds to your liking and appreciation.

## O.T. Mixes Deliciously with

Lemonade, Soda, Mineral Waters, etc.

Whisky, Gin, Brandy, Wines—

Gives full body, fine flavour, stimulates, refreshing—lessens filling and satiating effects of mixed drinks.

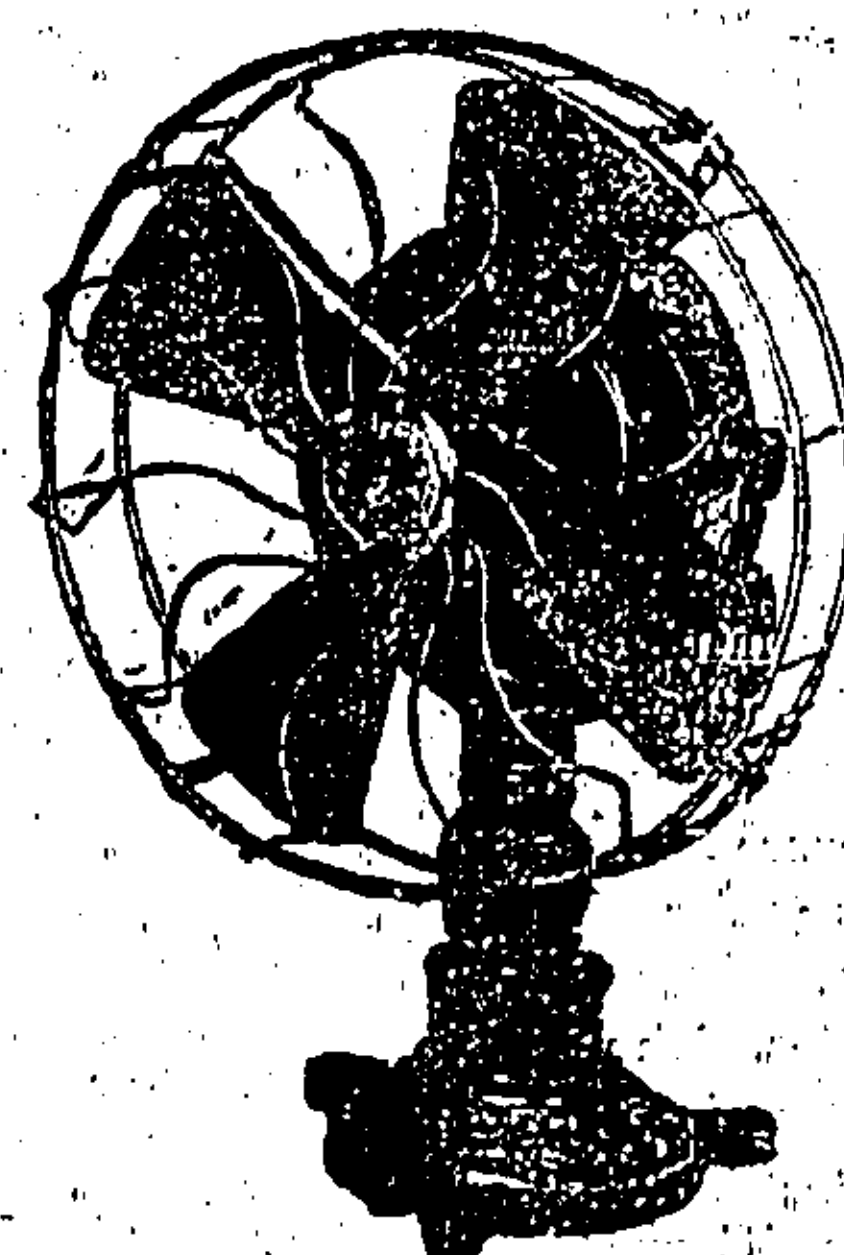
Improves flavour, intensifies the good qualities, and lessens alcoholic effects.

Ale, Beer, Stout—gives fine nip, takes off heaviness and filling effect. Water (Hot or Cold)—gives a "bite" and a delicious flavour that completely satisfies.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA—  
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## Notices

## PHEW! IT IS HOT.

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## KEEP COOL

THE GENERAL ELECTRIC CO.  
OF CHINA, LIMITED.HEAD OFFICE:—  
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Shanghai.10, Des Voeux Road, Hongkong  
Telephone 518.  
Telegrams—"Sparkless."

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Come to us for AMERICAN Electric Massage!  
TRY OUR NEW SHAMPOOING AND HAIR DRESSING.  
31, Des Voeux Road.

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Four Rooms centrally situated:  
suitable for offices: 1st floor 25  
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## FRENCH STORE,

25, DES VOEUX ROAD, CENTRAL.

## THE FAIR FARM

IS located in The Healthiest District of Kowloon, and Supplies us daily with the Choicest VEGETABLES, EGGS, and POULTRY.

The farm is under EUROPEAN SUPERVISION and every attention is paid to the PROPER GROWING OF VEGETABLES, and the Poultry of EUROPEAN STOCK. Try Our Delicious CRISP SALADS! Grand Hotel, Queen's Road.







## THE COLLAPSE.

P.W.D. Admit They don't know the Builder.

The inquiry into the deaths through the collapse which occurred in Upper Station Street recently, was continued yesterday before Mr. H. Zeland after we went to press.

Mr. Hodgson concluding his opening statement said:—

Now with regard to criminal negligence I just want to address you shortly on the law on the subject, although I want you to take your law from his Worship. But I want to put my point of view first; you will be able to follow the evidence very closely, and on the grounds of criminal negligence, my suggestion is there is no criminal negligence. Even suppose any of those people who saw the cracks in the wall did not consider them as seriously as they should have done, even supposing one found that there was any question on their part of not considering them so seriously as they should have done, and not considering them so seriously, as they should have been treated, then I say, the responsibility of criminal negligence becomes created by criminal responsibility. The degree of negligence must be so gross as to amount to recklessness. Mere inadvertence will not suffice to create criminal negligence.

Dr. Macfarlane said he was medical officer of the mortuary, Hongkong. On 15th June last he received the body of the deceased about 11.30 a.m. He was aged about 50 years. The body was identified as his clansman by Sam Nam. The cause of death was multiple injuries. The fact that the deceased was the victim of a house collapse would be sufficient to cause the injuries.

Mr. Arthur Edgar Wright who said he was the engineer in charge of the Building Ordinance office and the officer appointed by the Governor in Council to deal with dangerous buildings. He received a telephone message on June 14 at 1.15 p.m. from the police that there had been a collapse in Upper Station Street. He made what arrangements he could from the office for a supply of coolies, scaffolders and bamboo men, and then he went to Upper Station Street. There were no inspectors in the office at the time. He therefore could not obtain the workmen as quickly as would have been the case on any other day but Saturday. When he got to the scene of the collapse he found the collapse had taken place at 7 and 9 Upper Station Street, adjoining houses. The houses were three storied Chinese tenement houses built of blue bricks and very old. He could not say with any certainty but the age of the houses, roughly, was about forty years. He would say the whole of the houses in that block were the same age. There were about ten or eleven houses; seven faced on to Upper Station Street and the other four on to Hollywood Road. The houses that collapsed were more or less in the centre of that block. He produced a model of the two houses previous to the collapse, and described, by model, the effect of the collapse. The Hollywood Road side was lower than the other so there must have been something underneath. On examining the beams of the roof he found traces of white ants but not enough to cause the collapse. The collapse of the party wall caused the roof to fall. The wall was built of blue bricks.

They were built in mortar of very poor quality. The whole structure of the wall was very inferior, in fact the centre of the wall consisted almost entirely of small pieces of brick. He had no records of when the house was built or who built it. The thickness of the walls generally were fourteen inches. This one particular wall that collapsed, was built originally of a thickness of fourteen inches. That was a technical phrase—it was about 13½ but it was generally called 14 inches. But at some subsequent erection, some one had built a "skin" on the northern side of the party wall and for the height of one storey, only the bottommost storey. The skin was four and a half

## AMERICA CUP CHALLENGE.

Some Interesting Comments on the Coming Yacht Race.

While the cable dispatch sent to the Royal Ulster Yacht Club by the New York Yacht Club America's cup committee is a practical acceptance of the Lipton challenge for a race for the America's cup in 1914, says "Fair Play" in the "New York Evening Post," there are several matters yet to be decided by the two committees before the series may be regarded as assured. One of these points relates to Sir Thomas's request that the challenger be permitted to tow over instead of making the journey under her own sail as the cup regulations provide, and there are others, just as serious, if not more so, such, for instance as that clause in the New York Yacht Club acceptance, which states that "it is understood that the rule requiring a yacht to race at the highest limit of her class in certain cases shall not apply to the match."

Said Nothing. In regard to the first, it may be said that the New York Yacht Club is not disposed at all to grant Lipton's wishes as to towing. The letter of the rule, I learn, will be insisted upon. Sir Thomas did receive permission to tow Shamrock II across the Atlantic, and in the case of Shamrock III he took the liberty of having her towed without so much as a by-your-leave. The New York Yacht Club did not say anything, but the baronet's employment of the case of his second challenger as precedent for the third did not cause the defending club to overflow with fraternal emotions.

The excerpt from the cable of acceptance, quoted above, is significant inasmuch as it paves the way for the building of a ninety-foot defender if the American club decides to defend the cup with a sloop of that size. Interpreted the stipulation means that if a ninety-footer is built she will not be required to race at the top of her class, but exactly upon the basis of her actual measurement. This may operate in the way of alarming Sir Thomas, who is not desirous that the defenders pit a ninety-foot sloop against his seventy-five-footer.

A Curious Development. A curious development of the situation, it may be stated, occurred when a cable dispatch was received from Sir Thomas Lipton requesting, in effect, that he be allowed to change the nominated size of the challenger from a seventy-five-footer to a ninety-footer. The New York Yacht Club committee did not quite know what to make of this dispatch, but decided to stand pat. So a reply was sent to Sir Thomas informing him that his original challenge had been accepted. As a matter of fact the New York Yacht Club's cable of acceptance crossed Lipton's dispatch asking that he be permitted to name a challenger of larger size. In other words the challenger has been held to his seventy-five-foot cutter. He has, of course, the alternative of withdrawing his challenge and of submitting another, naming a cutter built to the limit of size, but it is not considered likely that he will do this.

A Loophole. I can say on good authority that the New York Yacht Club hopes he will not. Despite the loophole which the acceptance leaves for the building of a ninety-foot defender the American yachtmen have small intention of going beyond the size named originally by the Royal Ulster committee. They find times too hard. Conditions in Wall Street are execrable, and even the wealthiest and most powerful members of the Club do not look with favour upon an outlay involving five or six hundred thousand dollars or more which would be necessary if a ninety-foot single-striker were built.

Reliance not an impossibility. There are certain indications that, in some way or other, the New York Yacht Club committee is conducting negotiations with Reliance in mind. In just what does not appear, and no one can be induced to say anything, but nevertheless, aforesaid indications exist. I do not mean that no new boats would be built to

defend the cup; as a matter of fact, there is not the slightest doubt that tentative moves regarding the designing and building of one or more seventy-five-footers are now in progress. But it is by no means certain that Reliance might not be tried out against the new boats, with the idea of determining whether the old defender could eat up the enormous handicap against her and still prevail.

Race Not Relished. The New York Yacht Club committee is not going about the matter of arrangements with the Royal Ulster committee with any degree of openness so far as the American public is concerned. Details of a great railroad, or other corporate merger, could not be any more jealously guarded, and there is a tendency, it would appear, to keep the challenging party guessing, too. The fact is, that the defending club does not relish a race with Sir Thomas, feeling that his three attempts at the cup should have satisfied him. The baronet knows this, and he in turn, does not privately exude brotherly love for the American organization.

Speaking of the size of the defender Sir Thomas said he was not troubled about that, or about the matter of towing. With a cutter built under uniform rule he would desire merely that towing be permitted in rough weather, in head winds, and in calms. He was confident of fair and generous and sportsmanlike treatment by the New York Yacht Club, he said.

Fair Words. Notwithstanding these fair words, Sir Thomas knows that, while he will be treated fairly and in a sportsmanlike manner he will get no more of either than the law allows, which is to say that the defenders will not fall over backwards in making his effort to lift the cup less arduous. The tendency will be to enforce the letter of the rules; the New York Yacht Club will not seek to evade or minimize any of the stipulations therein contained, and will hold the challenger to similar account.

Discussing the acceptance of the challenge, Charles E. Nicholson, the English designer, who will design Shamrock IV, said already he had been working over the plans.

Seventy-Five Feet. "The challenger," he said, "will be seventy-five feet on the water line, and built under the present New York Club rules. This size was really fixed upon by Sir Thomas Lipton, because in his challenge he suggested racing under the same measurement rule as in the last contest, and thought that, with the extreme type produced under that rule, and having an enormous sail area a seventy-five-footer was large enough."

In acknowledging the challenge, the New York Yacht Club evidently did not understand Sir Thomas's meaning, because they asked whether he intended to race under the old rules or the present rules. Sir Thomas replied in effect: "Gentlemen, I have challenged; you choose your weapons," and said that he intended to race under the old rules; but, if the New York Yacht Club intended to race under the new rules, he was quite willing.

As this, however, was really altering what he intended to be the terms of the challenge, I advised him that there was no longer any necessity to adhere to the seventy-five-foot length, and suggested that he race with a ninety-footer, under the present New York Yacht Club rules. Sir Thomas agreed, and cabled that Shamrock IV would be the ninety-footer, unless the New York Yacht Club preferred that the race should be with yachts of any other length.

In accepting the challenge the representatives of the New York Yacht Club have held Sir Thomas to the seventy-five-footer named in his first challenge, evidently preferring to race with yachts of that length."

The s.s. Germania. The German steamer Germania, belonging to Mr. Jensen, Hamburg, has been sold to Japanese buyers for £17,750. She is of 2,266 tons gross and 1,714 tons net register, and was built by Howaldtswerke, Kiel, in 1896, with dimensions 284'4" ft. by 40'1" ft. by 21'3" ft.

## MARKET PRICES.

Hongkong, June 26, 1913.

## BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	1b. 18
" Corned, — Ham Ngau Yuk	18
" Roast, — Siu	18
" Breast, — Nagu Lam	12
" Soup, — Tong Yuk	15
" Steak, — Ngau Yuk Pa	18
" do. — Sirloin Coton — Ngau Lau	28
" Sausages, — Ngau Chuan	20
Brilook's Brains, — Know	per set 10
" Tongue fresh, — Ngau Li	each 45
" corned, — Ham Ngau Li	55
" Head, — Ngau Tan	60
" Heart, — Ngau Sum	12
" Hump, Salt, — Ngau Kin	15
" Feet, — Ngau Kaak	8
" Kidneys, — Ngau Yi	9
" Tail, — Ngau Mei	18
" Liver, — Ngau Kon	1b. 12
" Tripe (undressed), — Ngau To	6
Calves' Head & Feet, — Ngau-chai-tau-kark	set \$1
Mutton Chop, — Young Pei Kwat	1b. 25
" Leg, — Young Pei	25
" Shoulder, — Young Shau	22
Pigs Chitlings, — Chu Chong	27
" Brains, — Chu Know	per set 2
" Feet, — Chu Kark	1b. 12
" Fry, — Chu Chak	30
" Head, — Chu Tau	13
" Heart, — Chu Sum	each 10
" Kidneys, — Chu Yiu	8
" Liver, — Chu Con	1b. 24
Pork Chop, — Chu Pai Kwat	23
" Corned, — Ham Chu Yuk	"
" Leg, — Chu Pa	27
" Fat or Lard, — Chu Yu	24
Sheep Head and Feet, — Tau Kark	set 65
" Heart, — Young Sum	each 7
" Kidneys, — Young Yiu	9
" Liver, — Young Con	1b. 25
Sucking Pigs, To Order — Chu Cha	22
Suet, Beef, — Sang Ngau Yau	18
" Mutton, — Sang Young Yau	25
Veal, — Ngau Chai Yuk	18
" Sausages, — Ngau Chai Chuan	26

## POULTRY.

Chicken, — Kai Chai	1b. 32
Capon, Large, Small, — Sir Kai	32
Ducks, — Ap	24
Doves, — Fan Kau	each 10
Eggs, Hen, — Kai Tan	per doz 20
Fowls, Canton, — Kai	1b. 36
" Hainan, — Hoi Nam Kai	32
Geese, — Ngai	24
Geese, Wild, — Shang-ho Yea Ngai	"
Musk Deer, — Wong Keng	each —
Hare, Shanghai, — Tu Chai	"
Partridge, — Che Khoo	"
Pheasant, — Shan Kai	pair \$
Pigeons, Canton, — Pak Kup	each 32
" Hoihow, — Hoi How Pak Kup	20
Quail, — Um Chun	24
Rice Birds, — Wo Fa Cheul	dozen 22
Snipe, — Sa Choy	each 22
Turkeys, Cook, — Phor Kai Kung	1b. 65
" Hen, — Na	55
Wild Ducks, — Hoi — Shang hoi Sui Ap	\$
Teal, — Sai Ap Chai	"
Wild Ducks Canton, — Sang Shing Sui Ap	\$

## FISH.

Barbel, — Ka Yu	1b. 24
Bream, — Bin Yu	20
Canton Fresh Water Fish, — Hoi Sin Yu	18
Carp, — Li Yu	17
Catfish, — Ohik Yu	10
Codfish, — Man Yu	16
Crabs, — Hai	16
Outlet Fish, — Muk Yu	18
Dace, — Sa Mang Yu	14
Dab, — Wong Mei Lun	10
Dog Fish, — Tit Tu Sa	11
Eels, Congor, — Hoi Mann	15
" Fresh water, — Tam Sin Yu	"
Eels, Yellow, — Wong Sin	28
Mullet, — Tien Kai	32
Garoupe, — Sek Pan	55
Gudgeon, — Pak Kup Yu	14
Herring, — To Pak	22
Halibut, — Cheung Kwan Kup	20
Lahrus, — Wong Ka Yu	22
Loach, — Wu Yu	23
Lobsters, — Lung Ha	40
Macarel, — Chi Yu	24
Monk Fish, — Mang Yu	20
Mullet, — Ohik Yu	18
Oysters, — Sang Hoo	18
Parrotfish, — Kai Kung Yu	16
Parch, — Tau Loo	15
Pike, — Fa Pau Poong	20
Plaice, — Pan Yu	20
Pomfret, Black, — Hak Chong	32
Pomfret, White, — Pak Chong	26
Prawns, — Ming Ha	48
Ray, — Fai Pa Sa	8
Rock Fish, — Sek Ke Kung	16
Sole, — Ohua Yu	10

## 肉食

Salmon, — Ma Yan Y	1b. 34
Shark, — Sa Yu	"
Skate, — Po Yu	"
Shrimps, — Ha	26
Snapper, — Lap Yu	26
Soles, — Tat Sa Yu	22
Tench, — Wan Yu	18
Turbot, — Cho How Yu	20
Turtles, small, fresh water, — Kork Yu	50
White Bait, — Ngau Yu Chai	"

## FRUITS.

Almonds, — Hung Yau	1b. 30
Apples (California) — Kam San Ping Kho	30
" (Chefoo) — Tin Chun Ping Kho	20
" Small, — Hoi Tong	"
" Custard, — Fan Lai Chi	each —
Bananas, fragrant, Canton, — San Shing Hing Chiu	1b. 3
" (brides), Macao, — San Hing Chiu	4
Chestnuts, Chinese, — Foong Lut	14
Carambola, — Young Tue	"
Cocoanuts, — Yeh Tse	each 10
Lemons, China, — Ning Moong	1b —
" America, — Kam San Ning Moon	8
Lichees Dried, — Lai Chi, small Stone	"
" Fresh	12
Limes (Sai Gon) — Sai Kung Ning Moong	each —
Mango, Manila, — Lui Sung Mong	15
Mangosteens, — San Chuk Tse	doz —
Oranges, (Canton) — San-shing Tim Ching	1b —
" Sweet	"
Pears, (American), — Kam San Shoot Lay	"
" (Canton), Cooking, — Sa Lay	70
Peanuts, — Fa Sang	12
Persimmons Large, — Hung Chie	"
Pine-apples, 1st quality, — Poon Ti Paw Law	each —
" 2nd, — Chung-tang Paw Law	"
Plantain, — Tai Cheu	1b 3
Plums, — Swatow, Hung Lai	8
Pumelo, Siam, — Ohim Lo Yau	each 25
" Shanghai, — Lo Kwat	"
Walnuts, — Hop Tuo	1b 15
" Green, — Sang Hop Tuo	"
Water Melon, — (Am.) Kom San Sai Kwa	each —
" (China) Sai Kwa	"
Grapes, — Sang Po Tai Tse	1b —

## VEGETABLES, &amp;c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi	1b —
Beans, (French), Macao, — Oh Moou Pin Tau	15
" (French) Shanghai, — Sheung Hai Pin	"
" Sprout, — Ah Cho	6
" Long, — Tau Ko	10
Best Root, — Hung Chai Tan	each 6
Brinjals, Green, — Ching Yuan	15
" Red, — Hung Ker	6
Cabbage, Chinese, coin, — Kai Choy	12
Cabbage Red, — Hung Yea Choy	8
Cabbage, Shanghai, — Yeh Chai	12
Cane Shoots, bunch, — Kau Shun	1b —
Carliflower, Large size, — Tai Yeh Cho Fa	each —
" Medium size, — Cheung Yeh Cho Fa	"
" Small size, — Sai Yen Chai Fa	6
Carrots, — Kam Sham	1b. 10
Celery, Chinese, — Tong Kan Chai	"
" English, — Young Kan Chai	6
Chillies Dried, — Gon Lat Chin	25
" Red, — Hung Far Chiu	18
" Green, — Ching Lat Chiu	10
Curry Stuff, English, — Kar Lee Chu Liu	6
Cucumbers, — Ching Kwa	12
Bitter Squash, — Fa Kwa	8
Garlic, — Que Tau	10
Ginger, young, — Sun Tse Kung	6
" old, — Lo Kung	12
Horse Radish, Shanghai, — Lik Kan	15
Indian Corn, — Suk Mai	each 5
Lettuce, — Young Sang Chai	1
Water Okra, — Ma Tai	1b. —
" Mandarin, — Kwai Lum Ma Tai	"
Mushrooms, Fresh, — Sang Cho Koo	30
Mush Melon, Amer. — Kam-san Hong Kwa	each 12
Okroes	1b 10
Onions Bombay, — Young Chong Tau	8
" Green, — Sang Chong	"
" Shanghai, — Shang-hoi Chong Tau	10
Papaya, 1st qual, — Tai Man Sau Kua	each 10
" 2nd, — Chong	8
Parsley, — Kun Cho	6
Green Peas, — Ching Tau	1b. 8
Potatoes, Sweet, — Fan Shu	3
" Shanghai, — Shang-hoi Shu Tse	"
" Japan, — Yat Poon Shu Tse	"
" American, — Fa Ki Shu Tse	8
" Poochow, — Foo-chow Shu Tse	3
Pumpkin, — Tong Kwa	4
Radish, — Hung Lo Pak Tai	10
Rhubarb (Fresh), — Tai Wong	8
Sage, — Tse So	8
Shallots, — Gon Chong Tau	4
Spinach, — Yin Chai	6
Tomatoes, — Fan Ker	6
Taro, — Wu Tau	5
Turnip, Punt, (Long), — Lo Pak	"
" English, — Young Lo Pak	13
Vegetable Marrow, — Chit Kwa	6
" (American), — Kam-san Ohit Kwa	"
Water Cress, — Sai Young Cho	15
" Lily root, — Lin Ngau	16
Yams, — Ts Shu	5

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-BOWLANDS

Secretary, Sanitary Board.

## 菓子

## 菜蔬



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## The Hongkong Telegraph.

HONGKONG, THURSDAY, JULY 3, 1913.

## THE CANADIAN NAVAL QUESTION.

There were some pointed and weighty observations contained in the interview exclusively granted to the "Telegraph" on Monday by the Hon. Mr. C. E. Foster, the Canadian Minister of Trade and Commerce. This was especially so in regard to his comments on the Dominion's naval policy. In pointing out that the rival policies of the Government and the Opposition on this matter only differed in method, and not in principle, Mr. Foster backed up the view which we have always voiced in dealing with the question, and those who have taken pains to follow the utterances of the leading spokesmen of both sides will agree that this is a conclusion which is in strict accord with fact. The aim is the same—both Liberal and Conservatives are on common ground in their desire to help the Empire—but there is a sharp difference of opinion as to the means of attaining it. The only regrettable feature of that difference is that it is bound to result in a delay which, in the existing circumstances, may prove serious as far as Imperial defence is concerned.

There are a few distinctly interesting reflections which may be made on the situation as it now stands. The Senate, which has a big Liberal majority, has thrown out the Government proposal to make an unconditional contribution of three Dreadnoughts to the Empire, and the Bill embodying this plan must now be considered dead. The situation created is, therefore, closely analogous to that which has frequently arisen in British politics when the House of Lords has rejected a Liberal measure. One way out of the impasse would, be of course, to go to the country on the question, but it is well known that Mr. Borden, the Prime Minister, is resolute in his determination not to refer the matter to the electorate. From what can be gathered, it would appear that the Government rather favours a drastic reform of the Senate, taking its stand on the ground that the Upper Chamber has flouted "the will of the people," and that as at present constituted the Senate stands in the way of legislation which is not acceptable to the Liberal party. We have a most absorbing development here. Mr. Borden is a Conservative, and as such all his political sympathies have been supposed to lie with the party in England which has resolutely opposed the attacks of the Liberals on the House of Lords. Yet we find Mr. Borden himself threatening to deal with the Canadian Senate pretty much as the British Liberals would with the "Gilded Chamber"—drastically reform it and curb its powers of veto. His desire is based on the belief that "whenever Sir Wilfrid Laurier pulls the strings, the Liberal Senators will dance as he desires." That is precisely what the Liberals at Home used to say of Mr. Balfour.

Putting aside the remedies of a General Election or a reform of the Senate, there is another alternative—namely, a modification of the Government proposals. That may be a possible solution of the problem, but we have it on the word of Mr. Foster that whatever plan the Government puts forward, the naval force created shall be "at the absolute disposal of the Imperial authorities in time of war, without question by the Dominion as to whether the war is advisable or not." That view is rooted in a recognition of the fact that Canada is a part of the Empire and as such must take its fortunes, good or bad. It is an essentially Imperialistic policy, far removed from the narrow, prescribed outlook of most Liberals, whether Canadian or British. Hence it seems somewhat doubtful if any scheme drawn up by the present Ministry would commend itself to the Liberal Senate. When this aspect of the matter is fully realised the probabilities are that, as a last resort, there will be a General Election. And after all, that is the only way in which it can be satisfactorily ascertained whether "the will of the people" has in reality been flouted.

## "Extraordinary Traffic."

One result of the present building activity in Kowloon is that the roads there are called upon to bear unusually heavy wear and tear. It is a frequent sight to see huge lengths of timber being hauled by coolies through the main thoroughfares, and when, as was the case this morning in an instance which came under our notice, an awkward turn in the road is encountered, considerable damage is done to the surface of the highway by the wheels of the trolley and by the implements used by the coolies to make progress. Big ruts, which require a deal of subsequent attention by the authorities, are frequently cut in this way. At Home in such cases these responsibilities for the damage to the highway are called upon to pay for the consequences of what is termed "extraordinary traffic," and we do not see why a similar method should not be followed here.

## A Declining Empire.

The analogy between corrupt and declining Rome, in the early centuries of the Christian era, and modern England, is fairly obvious; yet one is not sorry to see that special stress continues to be laid upon it by men at Home who are likely to be listened to. Mr. Herbert Jones, at the Imperial Industries Club dinner, last month, spoke very plainly on this matter. "The British Empire," he said, "to-day stands alone, apathetic, incredulous, self-satisfied, but still gradually awakening to a sense of her danger." He further summed up the main points of similarity between the two empires, including tampering with marriage and the birth-rate, the neglect of national defence, and the State's readiness to relieve the individual of his responsibility. The warning has an awful ring of truth in it; yet one has a feeling that it will have to be reiterated many times before it will be listened to and acted upon.

## A Curious Decision.

It would be interesting to learn what weighed with Mr. Melbourne in deciding to dismiss with a caution a youth who had been caught red-handed while making indecent characters on the lower terrace of the Botanic Gardens. Most people will feel seriously disappointed that occasion was not taken to make an example in this case. It may be some time before a similar opportunity presents itself, for young rascals of this kind are particularly careful to work when no one is about. One's chief feeling about the matter is that, as was pointed out in a leading article in our columns the other day, light punishments, or no punishments at all, give small encouragement to policemen and others who are active in their efforts to capture offenders. The police have many times complained of the uselessness of bringing offenders up before our magistrates. It is not as though the offences were a trifling one; its seriousness is manifest to everyone. We sympathise with Mr. Green who did his best to have a punishment inflicted which would have acted as a warning. It is a pity that the magistrate failed to support him. The magistrate in this particular case must have been influenced by some very good reason which, however, is not apparent to others. In justice to himself it would have been better had the magistrate given some hint as to what that reason was.

## Wells Wins at Last.

Despite his defeats at the hands of Gumbat Smith and Carpenter, Bombardier Wells has proved himself good enough to win the heavy weight championship of Britain by defeating Mahoney in the thirteenth round. This may either mean that Wells has profited by recent defeats or that the class of British heavy weights is very low. Perhaps both reasons obtain, in fact. That we have no man of the top class has now been fairly proved, and there seems only slight hope of Wells now developing into a first class boxer. He can count himself lucky, indeed, in that he has suffered so many successive defeats and has yet been given his chance to rehabilitate himself in the eyes of the sporting public. One cannot recall any other boxer who has been so favoured of Fortune.

## DAY BY DAY.

"In the measure in which thou seekest to do thy duty shalt thou know what is in thee. But what is thy duty? The demand of the present hour."—Goethe.

## The Mails.

American Mail.—Arrived per s.s. Shinyo Maru this morning.  
Siberian Mail.—Despatched per s.s. China at daylight to-day.  
—Siberian Mail.—Arrived per s.s. Linan last night.

Siberian Mail.—Due per s.s. Devanha to-morrow.  
American Mail.—Closes per s.s. Korea at 10 a.m. to-morrow.

## Acting Agent.

M. Saint Clair de Bussiere, acting agent for the Messageries Maritimes is now also acting agent for the Cie Maritime Indo-Chinoise.

## Sir F. Lugard.

Sir F. Lugard's name appears in the list of those present at the trooping of the King's Colour in London on June 3, as also does Mr. Claude Savary's. Reported Theft of Jewellery.—Miss Nady Audre, 39, Wyndham Street, has reported to the Police that someone has stolen from her room three articles of jewellery valued at \$180.

## Kowloon Dock.

We understand that the Hong Kong and Whampoa Dock Company has at present a phenomenal amount of new construction work on hand at the Kowloon Dock.

## Charge of Stabbing.

A Japanese charged by Inspector K. Arai with stabbing a man on board the s.s. Tosa Maru, was remanded for a week as the injured man was unable to appear.

## At Home.

Following his usual custom on the Fourth of July, Dr. J. W. Noble will be at Home to-morrow at 18, Bank Buildings, from 11 to 1.

## Langkat Output.

Messrs. Wright and Hornby advise us that they are in receipt of a cable from Shanghai stating that the Langkat output for June was 8,715 tons, as against 10,583 tons for May and 12,261 tons for April.

## Lost in Transit.

Mr. Fonteyna has reported to the police that a bag containing boots, shoes and slippers valued at \$200 has been lost in transit from the M. M. s.s. Ernest Simon to Kowloon Wharf.

## Jumped Overboard.

The s.s. Arcticon Apsar reports that, while on the run from Singapore, a deck passenger committed suicide by jumping overboard. The steamer was stopped and a boat lowered, but the search proved unsuccessful.

## Appointment.

The following admission to the Indian Army from the United List is made, subject to confirmation by the Secretary of State of India:—To be Second Lieutenant.—John Herbert Livingston Hindmarsh, Double Company Officer, 8th Rajputs. Dated 8th March, 1913.

## The New Pier.

Steady progress is being made with the construction of the new pier at Kowloon adjoining the site whereon the terminal railway station is to be built. The steel structure has been complete for some time now, and at present workmen are engaged in fixing the wooden fender piles.

## Stiff Fine.

At the Police Court, this morning, before Mr. Melbourne, several Annamites were charged with being in possession of material for the manufacturing of bombs. The house of the defendants was at Tai Kok Tsui and it was visited by Sergeant McKay who found the articles used in three bottles. Inspector O' Sullivan asked for the maximum penalty to be imposed in view of the serious nature of the offence. The first defendant was fined \$250, or in default three months, and the remainder were discharged.

## A GAMBLING SALOON.

Sixteen Chinese were charged with gambling at 203, Queen's Road East, second floor, before Mr. Hazeland, at the Police Court, this morning.

Inspector McHardy said the house had been a gambling resort for the past two months.

A fine of \$75, or in default one month, was imposed on the first defendant, and the remainder were fined \$5, each, or fourteen days.

## THE THEATRE ROYAL.

## Some Suggestions for Its Improvement.

(SPECIAL ARTICLE).

In its day, but more so during recent years than ever before, Hongkong's principal amusement hall, which glorifies itself with the high-sounding designation of Theatre Royal, has come in for quite its share of abuse. Its inadequacy, its gloominess, its poor seating arrangements, are among the first things that strike the new-comer to the Colony when first he patronises a performance within its walls. Its lack of comforts and conveniences which one ordinarily looks for in a theatre is also painfully apparent. In winter it is unbearably cold; in summer uncomfortably warm. In this latter regard some improvement has been brought about by the installation of revolving fans in the dress circle, but it is typical of Hongkong that the theatre had stood for over 40 years before even this necessity was introduced. But if the place has been inconvenient and uncomfortable for the patron, it has been equally so for the players. The limitations of the stage and the lack of sufficient properties have again and again been commented upon by visiting Companies; by none more so than the Matheson Long Company who were here last year.

## One Re-ult.

It has often been pointed out that if Hongkong could boast of a better theatre the probabilities are that arrangements might occasionally be made for the visit of some really high-class Companies, but that as things are, not only in Hongkong but elsewhere, there are not sufficient inducements to attract such Companies to the Far East. There is no doubt considerable truth in the argument. But however badly off other places in the Far East are, Hongkong is worse off still. Visitors from Singapore and the North never fail to express surprise that a place of the size and importance of Hongkong should be content with so mean a theatre, and when the question is asked why the admitted shortcoming is not met, either by improvement of the existing building or by the erection of a new theatre on the same site, the reply usually given is that the present building is held in trust by a body of trustees who have no funds upon which to draw in order to supply an admitted need.

## The Theatre's Origin.

It might be well here to give a brief outline of the present theatre. It was at the close of the year 1861 that the erection of a "Theatre and Assembly Room" was discussed and as consequence a committee of residents was appointed to make preliminary arrangements. Plans of the projected building were exhibited in the fall of 1862. The name "City Hall" and the combination in one building of a theatre, library and suite of assembly rooms having been agreed upon, the Government made a free grant of the site in 1864. At a public meeting shortly afterwards, it was stated that a sum of \$20,000 had been obtained by donations, subscriptions and concerts; that a further sum of \$80,000 being required, shares had been offered at \$100 each; that Mr. Robert Jardine had generously taken up shares to the amount of \$50,000; and that there remained shares to the face value of \$30,000 to be taken up by the public. Eventually a body of Trustees was appointed and when the necessary funds were found the buildings were erected, and was opened on November 2nd, 1869, by H.R.H. Prince Albert, Duke of Edinburgh, while on a visit to the Colony.

## A Chance for the Public.

From the above it will be seen that the public took a keen and lively interest in the origin of the present theatre, and as the chorus of grumbling is as loud to-day as ever it was, we may suppose the public is still much concerned as to the future. It has been gratifying to notice some signs of progress in the recent management of the theatre, by the alterations carried out to the stairways leading to the dress circle, the provision of fans, and the work which is at present proceeding to improve the stage and the boxes. But even when

all this is taken into account, there is much more that requires attention. Perhaps the most satisfactory remedy of all would be to pull down the premises altogether and erect a new building, but the Trustees would scarcely face this task, nor would the public be likely to find the money needed for such a drastic step. What might be done, however, by the combined efforts of the Trustees and the public, is a complete re-seating of the theatre. At present the public pays \$3.50 (equivalent to seven shillings) for a seat which is much below in comfort what one can get for sixpence in many of the music halls and picture theatres at Home. As the public is always complaining—and not without cause—may be it would contribute towards a fund for this purpose, if one were started. The movement might be initiated by some of the more enthusiastic theatre-goers of the Colony getting together and issuing an appeal on these lines.

## MALINI'S FEATS.

To-night will be the last chance to see Malini, the wizard of magic, perform in public in the Colony. Malini is to give his big entertainment in St. Andrew's Hall starting at 9.30 p.m. sharp. That the entertainment promises to be well attended is evident from the advance booking, although a large number of choice seats close to the platform will be put on sale at the door to-night.

To say that Malini is one of the greatest conjurers in the world is to state a fact that is already well known in the Colony. Malini demonstrated at the Peak Hotel on Tuesday that he is far ahead of any entertainer of the same type that has visited the Colony. To see him perform his marvellous feats right in front of the eyes of his audience and at the same time tell a scorchingly funny story is indeed a treat. Malini is in a class by himself and to miss his performance to-night will be to miss the finest thing in the entertainment line that has visited Hongkong for many a year.

## SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon at the offices of the Board, when Mr. D. W. Tratman presided. There were also present:—The Hon. Mr. E. R. Hallifax, the Hon. Mr. E. A. Hewitt C. M. G., Mr. F. B. L. Bowley, Dr. Pearce, Assistant M. O. H., Dr. Fitzwilliams, Chan Kai-ming, Col. Youan, Ng Hong-tz, Dr. F. Clark M. O. H. and secretary Mr. W. Bowen Rowlands.

Mr. Bowley put the following questions standing in his name:—  
i. With reference to the letter from the Honourable Colonial Secretary to the Secretary of the Sanitary Board of the 30th May (5 in 90/13) was the Governor-in-Council aware of the unanimous refusal of the Board to grant the application of the owner of Island L.T. 1355 under Section 162 of the Public Health and Buildings Ordinance, 1903 to 1911?  
ii. If yes, will the Head of the Sanitary Department ask the Clerk of Councils under what authority and on what grounds the Governor-in-Council, ignoring the unanimous decision of the Board, and without further reference to the Board, purported to grant a permission under section 162, which appears in the absence of the concurrence of the Board to be illegal and void?

The President said that the answers were:—1. Yes. H. Under section 265 of the Public Health and Buildings Ordinance.

Mr. Bowley:—That only answers part of question 2; it does not give the grounds on which the Governor-in-Council acts.

The President:—The grounds seem to be indicated in the letter conveying that decision to the Board. I have no information as to the grounds on which the Governor-in-Council decided.

Mr. Bowley:—Then the answer to the second question is that the authority is under section 265 and that you have no information as to the grounds upon which the Governor-in-Council acted.

The President:—Yes. That is

## THE NIPPON.

Now in Floating Dock at Olongapo.

A private wire received in the Colony yesterday afternoon, after we went to press, announced that the Swedish steamer Nippon, which has for so long been stranded on Scarborough Reef, had been re-floated and towed to Olongapo (Philippines) for repairs. A little later, Messrs. Nilsson received a message in confirmation of this, stating that the vessel is now in the Dorey floating dock, awaiting the surveyors' valuation.

As regards the disposal and apportioning of the cargo, matters remain at a standstill, but we are informed that the underwriters' representative is on his way here from Germany.

The surveyors report will be awaited with a considerable amount of curiosity, for, despite the statements in Manila to the contrary, it is commonly believed here that if the salvors had been equipped with better gear, and had had expert assistance, the ship could have been raised long ago. The owners are at least to be congratulated that the Nippon has been floated before the typhoon season was any more advanced.

## HONGKONG &amp; SHANGHAI BANK.

## Important Discovery.

While making some excavations in connection with the new premises of the Hongkong and Shanghai Banking Corporation in Gracechurch-street, the workmen discovered the site of a wall (presumably Roman). The stonework is in a good state of preservation. The wall was found at a depth of about 25ft.

## ALLEGED STABBING.

At the Police Court, this morning, a woman was charged with stabbing a Chinese at Peng Chan Island, near Lan Tao.

Defendant said it was an accident.

Inspector Kerr said the woman inflicted a severe scalp wound necessitating nine stitches; and also nearly severed the complainant's thumb.

The case was remanded.

## NO FELONIOUS INTENT.

At the Police Court, this morning, before Mr. Hazeland, four Chinese were charged by Sergeant Wells with stealing a saw and three augers from the new railway station works at Tai Tam Tsui.

After hearing the evidence his Worship said he was convinced there was no felonious intent and discharged the men.

## USED A KNIFE.

A fireman from the s.s. Hong Wan I, was charged before Mr. Hazeland, at the Police Court, this morning with wounding the No. 1 fireman of the ship with a knife.

Complainant said the defendant refused to do what he was told and stabbed him in the arm, cutting an artery.

Defendant said he was using the knife to open a tin of milk and, because the complainant struck him, he cut at him with the knife.

His Worship sentenced the defendant to three months' hard labour.

## THE COALMAN.

## A Difficult Person to Arrest.

A Chinese charged before Mr. Hazeland, at the Police Court, this morning, by Sergeant Wells with being in unlawful possession of 18 cwt. of coal in a sampan was fined \$50, or in default two months imprisonment.

P. C. Witlam said he had some trouble in arresting the defendant, who jumped from the sampan into the water and was swimming round. Witness was in a rowing boat.

## Sentence of Death.

Thomas Fletcher, stamper, has been sentenced to death for the murder of Lillian Wharman, at Oldbury. The prisoner and the woman had been engaged to be married.



## SPECIAL CABLES.

## FIFTY-FIVE CHINESE EXECUTED.

## SEQUEL TO PLOT TO DEPOSE THE VICE PRESIDENT.

(Our Own Correspondent)

Shanghai, July 3.  
Fifty-five people have been executed in connection with a plot at Wuhan to depose Vice President General Li Yuan-hung. The ringleader is reported to have escaped to Shanghai on board a foreign gunboat.

## POWDER MAGAZINE EXPLODES.

## MANY PEOPLE KILLED; HOUSES SHAKEN DOWN.

(Our Own Correspondent)

Shanghai, July 3.  
A powder magazine at Kaifeng fu has exploded. Many people were killed, and a number of houses were shaken down as a consequence.

## HOUSE COLLAPSE.

## Inquiry Continued this Afternoon.

The inquiry by Mr. F. A. Hazeland into the circumstances surrounding the death of a Chinese, owing to the house collapse at Taipingshan, was resumed at the Police Court this afternoon.

Sam Nam, 21 Sit Street, said he identified a body on 15th June last; it was the body of Kwok Kwan, a clansman of his. He identified him as having been killed in the collapse at Upper Station Street.

Wong Kun deposed that she was a widow and she used to live at 7, Upper Station Street. She remembered her house collapsing but she was not on the house at the time. She rented her house to a Chinese, and there were eight families composed of fifteen adults and five children. There were on the ground floor twenty-one including herself. They all slept there, but she sometimes went out to sleep. She had been there since November 1912. She could not say why the house collapsed. She had never heard from any of the tenants of the walls being asked, except that they were rat-holes and they blocked them up last May. She had never seen any cracks herself. If she had seen them, she would not have lived there. She had never heard complaints from people on the upper floor.

Wong Chan stated that she was a married woman and was the principal tenant of the first and second floors of 7, Upper Station Street. She slept on a bed in a passage on the second floor. She "let out" cubicles to eight or ten persons, five of whom were children, on the first floor, where there were five cubicles. Three of the tenants slept in the passages. On the second floor there were twenty-five persons including nine children, but excluding herself. On the second floor there were seven cubicles. She had rented those floors for six years. She paid rent to Au Yeung Chin.

His Worship:—How do you know his name?—From the receipt.

But you can't read?—No; but persons showed the receipt to said that was the name.

A man answering to that name stood up in Court and she said that he was the man.

Continuing, witness said she was out at the time of the collapse. She could not say why the house collapsed and she had no reason to believe it would collapse. Her tenants had never complained to her of the dangerous state of the walls. She saw no cracks in the walls, but the house leaked.

Mr. Hodgson:—Oh, every house leaks.

Witness said she never heard anyone speak of cracks in the walls and she had not seen any.

## F. M. S. Gold.

Eight hundred and thirty-six ounces of gold were exported from the F. M. S. in May. The total export for the five months of the year is 4,468.20 oz. Practically the whole of this came from Rangoon.

## SHANGHAI ARSENAL ATTACK.

## Leader Still Missing.

In spite of the offer of a reward of \$10,000 for his arrest, Tsang Ye-king, who is accused of inspiring the recent attack upon Kinoguan Arsenal, Shanghai, is still at large. In the Chinese Press reports are given daily of his supposed whereabouts, placing him at one time inside the Settlement, and at another in Japan, but no definite news has so far been obtained.

Tsang Ye-king is understood to be at the head of the Iron and Blood Society, a body which was started about the time of the murder of Mr. Sung Chiao-jen, with the express purpose of opposing the President. In the ranks of this association are not a few out-and-out extremists, and it is believed that they go the length of advocating violence to carry out the objects for which the society was formed. The principal of these, at the time of its inauguration, was opposition to the Canton Loan.

The recent history of Tsang is of some interest. Early in the memorable morning when Lung Kwe-shing was arrested he came to latter's house in the French Concession, and as they were discussing with the explanation given of his presence the French Police took him into custody and detained him for some four days. He was then set at liberty. During the Revolution he was for a time General of the army at Nanking.—"N. C. Daily News."

## CLAIM FOR \$525.

This afternoon in the Summary Court, before the Puisne Judge, Mr. Justice Kemp, the Kwong Cheong Leong Firm sued Chan Man Po to recover the sum of \$525.00 being the amount paid by them on February 27 to the Chuen Yik Co. as guarantors for that amount for and on behalf of the defendant. The action was continued from yesterday.

Mr. R. O. Faithfull appeared for the plaintiff and Mr. J. H. Gardiner for the defendant. Plaintiff, in the box, gave evidence of entering into a guarantee for lunch hire for the defendant. Under that he had paid \$525.00.

## Journalistic Appointment.

We understand that Mr. Alex Ramsay, who has been connected with the "Daily Press" for the past eight years, is shortly leaving Hongkong to take up an appointment in Peking.

## Tramway Extension.

An important extension of the Newcastle-upon-Tyne municipal tramway system has been opened giving greatly increased transit facilities between Jesmond and Heaton and the outlying western and eastern districts.

## Wolfarm in the F. M. S.

During May, 305.29 piculs of wolfarm were exported from the F. M. S., making the total export for the year to the end of May 1,370.25 piculs. This was slightly more than the amount exported on the corresponding period of last year.

## PASSENGERS DEPARTED.

Per s.s. Nishima Maru sailed from Hongkong on July 2nd, 1913, for London, etc.

Callon, Mr. and Mrs. S.  
Chan Tze Him, Mr. and Mrs. Lo  
Cheng Lo, Mr. and Mrs. Sheung  
Clark, Mrs. Nakatani, V.  
Chan Lut, Mrs. Oda, Mrs.  
Duncan, Mr. and Mrs. Ono, H.  
England, J. J. Presby, Mrs. A.  
Fujita, S. Quinan, Miss J.  
Fujita, T. Robinson, Mr. & Mrs.  
Fukushima, G. Roza, Mr. & Mrs.  
Gardland, Mr. & Mrs. C. A. de  
Haya, Mrs. Sallege, Mr. & Mrs.  
Honda, Prof. S. Tanzawa, J.  
Isono, K. Tomimaga, Mr. & Mrs.  
Kershaw, Mrs. Troutbeck, Mr. & Mrs.  
Kershaw, Mrs. S. Van Wessel, Mr. & Mrs.  
Kershaw, T. Wada, Y.  
Kup, E. L. Wong Mui, Mrs.  
Lam Chuk Sam, Yamashita, Yoda, S.  
Lloyd, Yokoyama, R.  
Miyasaki, M.

Per s.s. Kumano Maru sailed from Hongkong on July 2nd, 1913, for Australia.  
Arnott, W. Pochook, Mrs.  
Carpenter, G. E. Pinto, E. G.

## DAIRY FARM NEWS.

## FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk. The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—  
Good, Clean & Wholesome Milk.

happam, P. Pinto, Mrs. EC  
Drow, Miss. G.  
Edgar, Mrs. Priest, Capt. C.  
Elms, G. Sudo, Y.  
Foster, Mrs. Tachibana, Mrs.  
Foster, Miss. T.  
Hanton, Mrs. N. Tajima, Mr. and  
Hashimoto, Mrs. Y.  
Kashii, Y. Wilkinson, T. J.  
Kazansky, Miss. Wunderlich, Dr.  
Law, Miss. Yamashita, M.  
McMaster, F. Waters, Mr. & Mrs.  
Moody, Mr. and Mrs. J.  
Moody, Miss. Ward.

Per s.s. Hitachi Maru sailed from Hongkong on July 2nd, for Japan.

Abe, M. Ma Ting Leong, Alves, Mr. & Mrs. Michling, Fujita, Mrs. S. Moriyasu, T. Greig, Dr. & Naito, Onogi, T. Gresson, Soares, Mrs. Guterres, Miss. & Mrs. Hayashi, T. Sugujama, Kawakami, Mr. Suzuki, T. Nakamura, T. Tona, Mrs. N.

## Today's Advertisements.

## "SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.  
From EUROPE, COLOMBO and STRAITS.

THE Steamship

"VESTALIA,"  
having arrived from the above Ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Company, Limited, whence, and from the wharves, delivery may be obtained.

Goods not cleared by the 9th inst. at 6 p.m. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 9th inst. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.  
Agents.  
Hongkong, 3rd July, 1913. [371]

INI O-CHINA STEAM NAVIGATION COMPANY, LTD.

FROM CALCUTTA, PENANG and SINGAPORE.

THE Company's Steamship

"FOOSHING,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 8th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.  
General Managers.  
Hongkong, 2nd July, 1913. [258]

## WANTED

WANTED.—By a Bachelor for six months from Date, a Four or Five Roomed furnished House, Situated on the Middle Levels. Apply S. B. o/o "Hongkong Telegraph"

## WANTED.

WANTED by Elderly Lady Board and Room in Refined English or American Family. Address—B. o/o "Hongkong Telegraph"

## Today's Advertisements

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
From MIDDLESBRO, LEITH LONDON AND STRAITS.  
S.S. "BENDORAN."

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.  
Agents.  
Hongkong, 2nd July, 1913. [432]

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG & SINGAPORE.

THE Steamship

"ARRATON APOAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from along side.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 5th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from Singapore are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,  
Agents.  
Hongkong, 3rd July, 1913. [437]

## TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND MANILA.

THE Steamship

"SHINYO MARU,"

having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on July 5th at 5 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognized after the Goods have left the Godown, and all Goods remaining undelivered on July 12th at 5 p.m. in the afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left in the Godown, and examination of same to be held on July 14th at 10 a.m.

All Claims must be filed on or before July 19th, otherwise they will not be recognized.

S. MORIMOTO,  
Agent.  
Hongkong, 3rd June, 1913. [398]

## NOTICE.

MR. ILTYD H. GEARE has this day been given a General Power of Attorney by me, and will look after the interests of the Vacuum Oil Company during my absence.

W. A. BOWLEY,  
General Manager.  
Hongkong, 2nd July, 1913. [397]

## MACKINTOSH

& C. LTD.  
"MEN'S WEAR SPECIALISTS"  
(TELEPHONE No. 29.)  
COMFORTABLE

## SLEEPING SUITS.

IN IN

COTTON FLANNEL

FROM FROM

\$2.75 \$5.00

PER SUIT. PER SUIT.



16, DES VŒUX ROAD

## WM. POWELL, LIMIT

TELEPHONE 346

New Delivery of Washing

Materials For Dresses.

EXCELLENT VALUE

50 CENTS PER YARD.

SEE WINDOWS FOR SPECIAL DISPLAY OF THESE GOODS.

WM. POWELL, LTD.

DRESSING JACKETS

IN

SILK AND COTTON

IN

VARIOUS DESIGNS AND COLOURS.

MEHTA &amp; CO.

SILK MERCHANTS.

HONGKONG HOTEL BUILDINGS.

## LANE, CRAWFORD &amp; CO.

TROPICAL SHIRTS

THE FABRIC is of superfine quality cotton of a particular soft finish and is specially woven with a view to durability.

THE COLOURS are absolutely fast and retain their freshness after repeated visits to the laundry.

THE BUTTONHOLES are hand-made.

THE SLEEVES are fashioned coat shape.

STIFF AND DOUBLE CUFF

FROM \$2.75 to \$4.00

## D. &amp; J. McCALLUM'S

"PERFECTION"

SCOTCH

Embraces

all the

Qualities

of a

High Class

Scotch

Whisky.

Liqueur.



"WORTH HAVING."

SOLE AGENTS

GANDE, PRICE &amp; CO., LTD.,

6, Queen's Road Central, Hongkong.

TELEPHONE No. 135



## Shipping

## CANADIAN PACIFIC RAILWAY COMPANY'S.

## ROYAL MAIL STEAMSHIP LINE.

From Hongkong.	From Quebec.
E. of Russia Wednesday, July 10	E. of Britain Thurs. August 7
E. of India Wednesday, July 30	Allan Line Friday, August 29
E. of Asia Wednesday, Aug. 13	E. of Britain Friday, Sept. 5

All steamers leave Hongkong at 12 Noon.  
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
321 Corner Pedder Street and Praya (Opposite Blake Pier).

## HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to  
Marseilles, Havre, Bremen and Hamburg and New York.  
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
S.S. IRETSSEN ..... 5th July	S.S. SENEGAMBIA ..... 26th Aug
S.S. SILESIA ..... 20th July	S.S. UCKERMARK ..... 29th Aug
S.S. BRISGAVIA ..... 21st July	S.S. LIBERIA ..... 11th Sept
S.S. BELGRAVIA ..... 30th July	S.S. ARABIA ..... 29th Sept
S.S. SCANDIA ..... 14th Aug.	

For Dunkirk & Hamburg:  
S.S. BIRKENFELS ..... 7th July.  
For Marseilles, Rotterdam, Hamburg & Antwerp:  
S.S. ALTMARK ..... 14th July.  
For Havre, Bremen & Hamburg:  
S.S. GOLLIFEL ..... 20th July.  
For Havre, Bremen & Hamburg:  
S.S. BRISGAVIA ..... 21st July.  
For Havre & Hamburg:  
S.S. PREUSSEN ..... 8th August.

For Havre, Rotterdam & Hamburg:  
S.S. BELMUDJ ..... 18th Aug.  
For Havre, Bremen & Hamburg:  
S.S. SILESIA ..... 28th Aug.  
For Havre, Bremen & Hamburg:  
S.S. UCKERMARK ..... 29th Aug.  
For Havre & Hamburg:  
S.S. BELGRAVIA ..... 5th Sept.  
For Hamburg & Antwerp:  
S.S. O. J. D. AHLERS ..... 8th Sept.

## S.O.A.E.O.

FAR EAST OXYGEN &amp; ACETYLENE CO., LTD.

## AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [48]

## HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,  
HONGKONG-CANTON LINE.  
HONGKONG TO CANTON. CANTON TO HONGKONG.  
THURSDAY, 3rd JULY.  
10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."  
FRIDAY, 4th JULY.  
8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."  
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."  
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.  
A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 775. Night Steamers. Call No. 775.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651 S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.  
EXCURSION TO MACAO  
SUNDAY, 6th JULY.  
The Company's Steamship, "SUI AN,"  
will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

## CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., &amp; Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 599 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 8 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

PONGKONG, CANTON & MACAO STEAMBOAT

COMPANY LIMITED.

(HOTEL MANSON'S FIRST FLOOR),  
Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	KAGA MARU Capt. Tabusa T. 12,500 ATSUTA MARU Capt. — T. 16,000	WED'DAY, 16th July at daylight. WED'DAY, 30th July at daylight.
VICTORIA, B.C. and SEATTLE, via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimizu and Yokohama	SYOKOHAMA MARU Capt. Wada T. 12,500 SANUKI MARU Capt. Ricards T. 12,500	TUESDAY, 15th July, at 4 p.m. TUESDAY, 29th July, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	INABA MARU Capt. S. Tomimaga T. 12,500 NIKKO MARU Capt. — T. 9,600	WED'DAY 30th July at noon. WEDNESDAY, 27th Aug. at noon.
CALCUTTA, via Spore, Penang & Rangoon	HAKATA MARU Capt. Nomura T. 12,500	SATURDAY, 12th July.
BOMBAY via Singapore and Colombo	RANGOON MARU Capt. Kamoshita T. 12,500	MONDAY, 7th July.
KOBE & YOKOHAMA	MIYASAKI MARU Capt. — T. 16,000	THURSDAY, 17th July a.m.
SHANGHAI, KOBE & YOKOHAMA	KANAGAWA MARU Capt. Machida T. 12,500	MONDAY, 7th July.
N'SAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. — T. 9,600	WED'DAY 30th July a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA		

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.  
For further information apply to  
Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
WIEHAIWEI, CHEFOO & CHINWANGTAO	"ICHANG"	5th July, at noon.
SHANGHAI	"LINAN"	5th July, at midnight.
MANILA, CEBU & ILOILO	"TAMING"	8th July, at 4 p.m.
SHANGHAI	"ANHUI"	10th July, at 4 p.m.
WIEHAIWEI & TTSIN	"HUICHOW"	15th July, at noon.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinhu," "Taming" and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra state-rooms on deck aft on "Taming" & "Tea."  
SHANGHAI LINE—The Twin Screw steamers "Anhui," "Chenan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.  
These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

Telephone No. 36  
Hongkong 3rd July, 1913.

BUTTERFIELD & SWIRE,  
Agents

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG,"

CAPT. PANNIER,

Will very likely leave for Haiphong

on FRIDAY, 4th JULY.

For Freight and passage apply to M. SAINT-CLAIR

de BOUSSIERRE, Agent

MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
RUBI	4000 J. Miller		Manila Mangarin, Iloilo and Cebu.	SATURDAY, 5th July, 4 p.m.

For Freight or Passage apply to

SHEW & CO. GENERAL MANAGERS

Hongkong, 17th June 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tijlhap	JAVA	2nd half June	JAPAN	
Tijlbodas	JAVA	1st half July	SHANGHAI	1st half July.
Tijlaroon	JAPAN	1st half July	JAVA	1st half July.
Tijlmahl	JAVA	1st half July	JAVA	1st half July.
Tijlwong	SHANGHAI	2nd half June	JAVA	
Tijlmanek	JAVA	2nd half July	JAPAN	2nd half July.
Tijlkin	JAVA	2nd half July	SHANGHAI	2nd half July.
Tijlpans	JAVA	2nd half July	SHANGHAI	2nd half July.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.  
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building. 15

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of Sailing
S.S. "Shinyo Maru"	22,000	W. C. T. Filmer	July 12, at noon.
S.S. "Chiyu Maru"	22,000	W. W. Greene	Aug. 7.
S.S. "Nippon Maru"	11,000	A. C. Stevens	Aug. 26.
S.S. "Tonjo Maru"	22,000	E. Bent	Sept. 1.
S.S. "Hongkong Maru"	11,000	T. Segara	Sept. 19.

The S.S. Shinyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Saturday the 12th June at noon.

These steamers are equipped with Turbine Engines and Triple Screws.  
All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Kiyo Maru	17,200	Tuesday, August 5, at Noon.
Buyo Maru	10,500	Saturday, October 4, at Noon
Anyo Maru	18,500	Wednesday, Dec. 3, Noon

For further particulars apply to S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also 11,000 tons, China, 11,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more than by any other route, and the cost is less than by any other route. For a return ticket to London the cost is less than by any other route. For a return ticket to San Francisco via Japan and Honolulu the cost is less than by any other route. For the INTERMEDIATE SERVICE First Class accommodations are provided for 450 to London (return ticket 40/10) and to San Francisco (return ticket 40/10). Army, Navy, Consular or Civil Service.

SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers	Korea	18,000	Tons	Starting	July 4, at 1 p.m.
	Siberia	18,000		July 18, at 1 p.m.	
	China	18,000		July 29, at 3 p.m.	

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG. From MANILA.

Leave	Arrive	Leave	Arrive
Hongkong.	Manila.	Manila.	Hongkong.

July 4 KOREA July 6 July 19 CHINA July 21

July 29 CHINA July 31 July 25 MANCHURIA July 27

Aug. 16 NILE Aug. 18 Aug. 6 NILE Aug. 8

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

Telephone No. 36 Hongkong 3rd July, 1913.

BUTTERFIELD & SWIRE, Agents

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LOG BOOK.

Hankow Shipping.

The total shipping out and at Hankow during the quarter ended March 31, 1913 was 2,265 ships of 724,700 tons against 481 ships of 431,524 tons in the same quarter of the year before and 1,458 ships of 650,379 tons for the quarter ended December 31, 1912. The figures for last quarter show an increase over those of the year before of 1,784 ships and 283,226 tons, the falling off in that year being due to the stoppage of trade following upon the revolution. Of the total, 36 ships of 38,939 were foreign ocean-going steamers and one ship of 1,742 an ocean-going steamer under the Chinese flag. Foreign river steamers numbered 325 of 437,278 tons and Chinese river steamers 50 of 81,765 tons.

Safety of Life at Sea.

A bill has been introduced into the House of Representatives, Washington, providing for the amendment of the revised statutes respecting safety of life at sea, as follows:—

1. All life preservers required under the provisions of this measure shall contain cork throughout, and no other materials shall be substituted therefor. All such life preservers shall be made to support a minimum of two hundred pounds.

2. All bulkheads required by law shall be inspected every hour while the vessel is in the course of her voyage.

3. Every steamer equipped with wireless apparatus shall be required to have installed sufficient storage batteries for operation in case the dynamo are disabled.

4. Every steamer shall be equipped with the proper fans creating sufficient ventilation for the comfort of the engine-room.

5. All lifeboats, floats and rafts shall be made of sheet brass, and the tackle equipment shall be made with copper rope with brass pulleys.

6. All lifeboats, floats, and rafts, together with the tackle thereof, shall be inspected at least every six months.

A Harbour for Tokyo.

Before a gathering of some fifty leading business men and bankers at the Tokyo Chamber of Commerce building on June 12, Baron Sakatani, Mayor of Tokyo, explained his programme for the construction of a harbour at Tokyo. The Mayor pointed out that as the population of Tokyo was increasing at the rate of 100,000 per annum, and the capital was gradually becoming an industrial centre, it was imperative to have a harbour. As a matter of fact, the Harbour Construction Scheme was not a scheme for constructing a harbour, in the ordinary sense, but provided for the cutting of a canal. The canal will be cut from a point near Kaneda Promontory to a point between Forts Nos. 2 and 5 in Shinagawa Bay, while off the mouth the Sumida river will be dredged to a depth of twenty-five feet. Here a number of steamers will be able to anchor. In future, when the capital attains further development, the authorities might enlarge the scope of the new harbour.

The Anyo Maru.

There sailed from Yokohama for Valparaiso on her maiden voyage on June 20 the T.K.K. steamer Anyo Maru which was built by the Mitsui Bishi Dockyard Company, Nagasaki, and launched on January 26. The Anyo Maru which replaces the Hongkong Maru on the South American run is 460ft. in length, 60ft. in breadth and has a moulded depth of 40ft. 6in.; she is of the shelter deck type and is about 9,400 tons gross tonnage. Accommodation is provided for 30 first-class, 50 second-class and 638 steerage passengers. The first and second-class accommodation includes separate dining saloons, smoking-rooms and spacious promenade decks. Exclusive of steerage accommodation, she has a capacity of 8,564 cubic tons for cargo and a total cargo capacity of 11,027 tons. Her propelling machinery comprises two sets of Parsons geared turbines with reversing turbines which are capable of developing 100 revolutions per minute at a working steam pressure of 180lb. per square inch, affording a speed of 15 knots per hour. Steam is generated by 14 single-ended boilers of 14ft. 6in. by 11ft. 6in. dimension.



## Shipping

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

MANILA ..... LOONGSANG\* Saturday, 5th July, at 2 p.m.

Kobe & Moji ..... FOOSHING\* Satur., 5th July, at noon.

SHANGHAI via S'tow ..... HANGSANG\* Sun., 6th July, at 4 light.

SANDAKAN ..... MAUSANG\* Tues., 8th July, at daylight.

TIENSIN ..... CHIPSHING\* Tues., 8th July, at 10 a.m.

S'PORE, Penang & C'utta. FOKSANG\* Thurs., 10th July, at 2 p.m.

MANILA ..... YUENSANG\* Sat., 12th July, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

†Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daini, Weihaiwei, Tsingtau.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM  
PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers Date of Sailing.

LONDON & ANTWERP ..... FLINTSHIRE ..... About 15th July.

LONDON, HULL/LEITH & ROTTERDAM ..... MONMOUTHSHIRE ..... 3rd August.

New Trans-Pacific "Shire" &amp; "Glen" Joint Service.

V'COUVER, SEATTLE, TACOMA & PLAND ..... VESTALIA ..... About 4th July.

V'COUVER, SEATTLE, TACOMA & PLAND ..... DEN OF RUTHVEN ..... 27th July.

V'COUVER, SEATTLE, TACOMA & PLAND ..... DEN OF CROMBIE ..... 8th Aug.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS.

BRITISH INDIA S. N.  
CO., LTD.NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "ITOLA," 5257 tons gross, Capt. W. W. Tacker, will be despatched for SINGAPORE, PENANG & RANGOON on the 14th July at daylight taking cargo and passengers at current rates.

EASTWARD.

The S.S. "VADALA," 3334 tons gross, Capt. C. G. Cocklin, will be despatched for YOKOHAMA, KOBE & MOJI on the 10th July at noon, taking cargo at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

Hongkong, 3rd July, 1913.

THE TAIKOO DOCKYARD  
& ENGINEERING Co. OF

HONGKONG, Ltd.

TAIKOO DOCKYARD,  
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,  
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL ELECTRICAL & MECHANICAL  
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty, Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
displacement, providing conditions for painting ships with most  
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-  
HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
Rivets, etc.

AGENTS for

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2" to

150 B. H. P.

As supplied to the British Admiralty & War Office.

C.S. type Motor and Reverse Gear.  
B.H.P. Paraffin 7 1/2, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-  
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR  
VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of  
11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 122.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	15 July
do do	Monmouthshire	J. M. & Co.	3 August
London via Usual Ports of Call	Devanha	P. & O. Co.	5 July
London & Antwerp via Singapore, &c.	Sunda	P. & O. Co.	9 July about
Havre, London & Antwerp	Glenstrae	S. T. & Co.	18 July about
Marseilles &c.	Atlantique	M. M. Co.	15 July
do do	Ernest Simons	M. M. Co.	29 July
Dunkirk and Hamburg &c.	Birkenfels	H. A. L.	7 July
Genoa, N'les, L'horn, B'bay & Port Sai via S'pore	Iachia	O. & Co.	4 July
Rotterdam, Hamburg & Antwerp	Brasilia	H. A. L.	3 July
Marseilles, Rotterdam and Hamburg	Altmark	H. A. L.	14 July
Marseilles, London & Antwerp via S'pore, &c.	Mishima Maru	N. Y. K.	2 July
Havre & Hamburg	Goldenfels	H. A. L.	20 July
Trieste via Singapore, Penang, Colombo, &c.	Koerber	S. W. & Co.	15 July
Naples, Genoa, Algiers, Gibraltar, S'ton	Derflinger	M. & Co.	9 July

New York, San Francisco and Canada.

Boston & New York via Ports & Suez Canal	Indrasamba	S. T. & Co.	14 July
Mexican, Peruvian and Chili Ports via Japan	Kiyo Maru	T. K. K.	5 August
New York	Wray Castle	D. & Co. Ltd.	5 July about
San Francisco via Japan	Nile	P. M. Co.	3 July
San Francisco via Keelung & Japan &c.	Korea	P. M. Co.	4 July
do do do	Shinyo Maru	T. K. K.	12 July
Victoria, B.C., & Tacoma via Keelung, &c.	Seattle Maru	O. S. K.	10 July
Portland, Tacoma and Seattle	Vestalia	J. M. & Co.	4 July
Vancouver via Shanghai and Japan, &c.	E. of Russia	O. P. R. Co.	16 July
Vancouver, Portland, &c.	Den of Ruthven	J. M. & Co.	27 July

Australia.

Australian Ports via Manila	Eastern	G. L. & Co.	19 July
do do	Coblenz	M. & Co.	12 July
do do	Inaba Maru	N. Y. K.	30 July

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. O. J. L.	Quick despatch
do do do	Tjimahi	J. O. J. L.	Quick despatch
Japan	Tjiliwong	J. O. J. L.	Quick despatch
do do do	Tjimanoeck	J. O. J. L.	Quick despatch
do do do	Amazon	M. M. Co.	14 July
do do do	Australien	M. M. Co.	27 July
Kobe	P. Sigismund	M. & Co.	22 July, about
Kobe & Yokohama	Vadala	J. M. & Co.	10 July
Shanghai, Kobe & Yokohama	Kanagawa Maru	N. Y. K.	7 July
do do do	Preussen	H. A. L.	5 July
Yokohama, Kobe and Moji	Fooshing	J. M. & Co.	5 July
Moji, Kobe and Yokkaichi	Luzon Maru	O. S. K.	18 July
Manila	Loongsang	J. M. & Co.	5 July
do do do	Yuensang	J. M. & Co.	12 July
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	5 July
do do do	Zafiro	S. T. & Co.	16 July
Weihaiwei and Tientsin	Huichow	B. & S.	15 July
Singapore, Penang, and Rangoon	Itola	J. M. & Co.	14 July
Singapore, Penang, & Calcutta	Dilwara	D. S. & Co.	4 July
do do do	Fooksang	J. M. & Co.	10 July
Shanghai and Japan	Silesia	H. A. L.	20 July
do do do	Belgravia	H. A. L.	30 July
Swatow, Amoy & Foochow	Huiching	D. L. & Co.	4 July
do do do	Haitan	D. L. & Co.	8 July
Shanghai, Moji, Kobe & Yokohama	Namur	P. & O.	12 July, about
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	6 July
Shanghai, Nagasaki, Kobe and Yokohama	Yorok	M. & Co.	9 July, about
Shanghai, Tsingtau, Kobe and Yokohama	Tjilatjap	J. O. J. L.	Quick despatch
Shanghai	Tjibodas	J. O. J. L.	Quick despatch
do do do	Tjikini	J. O. J. L.	Quick despatch
do do do	Koerber	S. W. & Co.	1 July
do do do	Luchow	B. & S.	3 July
do do do	China	P. & O.	3 July about
do do do	Hangsang	J. M. & Co.	6 July
do do do	Linan	B. & S.	5 July
do do do	Anhui	B. & S.	10 July

BOLINDERS CRUDE-

OIL MOTORS.

THE MOST SUCCESSFUL MOTOR.

"The Marine Motors are direct Reversible."

ULDERUP & SCHLUTER.

HONGKONG,

21, CONNAUGHT ROAD CENTRAL.

MOVEMENTS OF  
STEAMERS.

VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For Vessels.

Straits,	Ischia.
Foochow,	Haiching.
San Francisco,	Korea.
Macao,	Sui Tai.
Straits,	Dilwara.

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From Vessels.

Shanghai,	Devanha.
Singapore,	Preussen.

AMERICAN MAIL.

The P. M. s.s. Siberia carrying the United States Mail, left Yokohama on Monday, June 30th between 2 and 4 p.m. for Hongkong, via Kobe, Nagasaki and Shanghai.

The P. M. s.s. Korea will be despatched from this port at 1 o'clock, July 4, for San Francisco via Manila, Nagasaki, Kobe, Shimizu and Honolulu.

CANADIAN MAIL.

The C. P. R. s.s. Empress of India arrived at Vancouver on the 27th June.

GERMAN MAIL.

The I. G. M. s.s. York carrying the German Mails with dates from Berlin of the 11th of June left Colombo on the 28th of June and may be expected here on or about the 9th of July.

MERCHANT STEAMERS.

The T. K. K. s.s. Kiyo Maru Manzanillo is due in Hongkong on the 20th July.

The s.s. Glenroy passed the Suez Canal on 6th ult., for Hongkong via Straits.

The American and Manchurian Line s.s. Kansas passed the Suez Canal on the 17th ult., for Hongkong direct.

The N. Y. K. s.s. Yokohama Maru (American Line) left Seattle for this port via ports on the 17th June, and is expected here on the 6th July.

The N. Y. K. s.s. Sanuki Maru (American Line) left Seattle for this port via ports on the 17th June, and is expected here on the 10th July.

The N. Y. K. s.s. Kanagawa Maru (Calcutta Line) left Calcutta for this port via ports on the 17th June, and is expected here on the 6th July.

The Benline s.s. Benderan from Leith, Middlesbrough and London left Singapore on 27th ult., for this port and may be expected to arrive here on or about the 3rd July.

The Apsar s.s. Arratoon Apsar from Calcutta, left Singapore on the 27th June, and may be expected here on or about the 3rd July, a.m.

The Barber Line s.s. Satsuma, from New York, left Singapore on the 29th June, and is due here on or about the 5th July.

The P. & O. s.s. Nankin is expected to arrive Colombo on the 9th July, at noon.

The H. A. L. s.s. Furst Bulow left Shanghai on the 28th ult., at noon and may be expected here on or about the 3rd July, a.m.

The H. A. L. s.s. Preussen left Singapore on the 28th ult., p.m. and may be expected here on or about the 4th July, a.m.

The Hansa s.s. Birkenfels left Tientsin on the 30th ult., a.m. and may be expected here on or about the 6th inst., a.m.

The N. Y. K. s.s. Kiria Maru (Calcutta Line) left Calcutta for this port via ports on the 29th June and is expected here on 13th July.

The I. C. S. N. s.s. Namsang from Calcutta is due at Hongkong on the 10th July.

The I. C. S. N. s.s. Fooshing from Singapore is due at Hongkong on the 3rd July.

The I. C. N. S. s.s. Yatahing from Calcutta is due at Hongkong on the 13th July.

The I. C. N. S. s.s. Chipshing from Weihaiwei is due at Hongkong on the 5th July.

The I. C. N. S. s.s. Laisang from Shimoneski is due at Hongkong on the 6th July.

The I. C. N. S. s.s. Fooksang from Shimoneski is due at Hongkong on the 5th July.

The S. L. s.s. Flintshire from Portland is due at Hongkong on the 13th July.

The S. L. s.s. Den of Ruthven from London is due at Hongkong on the 22nd July.

The B. I. s.s. Vadala from Singapore is due at Hongkong on the 8th July.

VESSELS IN PORT.

Steamers.

Luchow, Br. s.s., 1,221, Weatheral
1st July—Canton Gen.
—B. & S.
Chiyeun, Chi. s.s., 1,267, Pratt
28th June—Shanghai
25th June, Gen.—O. M.
S. N. Co.

THE AUSTRALIAN  
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
TAIYUAN	12th July.	18th July.
CHANGSHA	20th August.	26th August.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire

Telephone No. 93.

Agents.

BRITISH INDIA S. N.  
CO., LTD.

APCAR LINE.

Regular Service between  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker will be despatched to SHANGHAI, KOBE & MOJI on 7th July.

S.S. "JAPAN," 6,013 tons, Capt. Seddon will be despatched to KOBE and MOJI (Yokohama, if sufficient inducement offers) on 12th July.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. G. N. Ramage, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 4th July.

S.S. "JELUNGA," 5,206 tons, Capt. Sullivan, will be despatched above on 26th July.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, July 1st, 1913.

Agents

Russian Volunteer Fleet.

Next sailings from Hongkong.—  
To VLADIVOSTOCK via NAGASAKI ... The  
S.S. "YAROSLAV" 4,494 R.T. Commander L. Alexeeff,  
ABOUT 23rd day of July 1913.

To ODESSA via ports ... The S.S. "VORONEJ"  
5,616 R.T. Commander Bakanoff, ABOUT 24th day of  
July 1913.

The exact dates of sailing for both the vessels  
will be published after receipt of telegrams from the  
last ports of call.

For Freight, Passage and further particulars  
please apply to

Capt. D. A. LUKHMANOFF,

Agent.

Hotel Mansions, 3rd Floor.

Rooms Nos 12A & 14.

Telephone No. 1224.

Hongkong, 27th June, 1913.



## HOTEL LISTS.

## Hongkong Hotel.

Aaron, J. M. Lewis, Dr. Elizabeth.  
 Arblin, A. P. Leoman, F.  
 Bosak, A. T. Lloyd, G. T.  
 Barberini, E. T. Lookhart, W. M.  
 Barling, M. Lobb, Dr. E. L.  
 Barling, Miss L. M.  
 Bate, E. R.  
 Bellios, Mrs. E. MacIntyre, Mr.  
 Bepa, G. A. Melrose, Mrs.  
 Bevan, L. & M. R.  
 Mrs. W. F. Merton, A.  
 Brown, C. Martin, G.  
 Brown, R. Mason, C. Fare-  
 Oliver, Lt. C. C. brother  
 Cambridge, A. J. Matheson, Miss  
 Claxton, A. A. M.  
 Cowan, Mrs. W. Matheson, Mrs.  
 F. R. T.  
 Crocker, Miss F. McKean, Dr. G.  
 Culver, Lt. C. C. W.  
 Davis, C. H. McKenny, Dr.  
 Dertano, Mr. & C. W. & Mrs.  
 Mrs. & 2 child. Mehta, B. K.  
 ron, Morooki, J.  
 Dewar, J. Moulder, A. B.  
 Douglas, Mr. & Mulder, J. D. F.  
 Mrs. R. H. O'Leary, "Miss  
 G.  
 Dowley, W. A.  
 Draw, Miss R. Ormiston, J.  
 Ehrenfels, Mr. & Osenback, F.  
 Mrs. H. C. J.  
 Fisher, H. G. Ray, E. H.  
 Fisher, W. E. Robinson, W.  
 Garrow, H. V.  
 Geare, Mr. and Reay, Miss  
 Mrs. I. H. F.  
 Gillespie, Dr. J. Shaeffer, Mr. &  
 M. Mrs. C. W.  
 Gordon, A. G. Sibley, J. C.  
 Goulbourn, V. Singer, E. T.  
 Gould, Mr. J. Smith, Mr. and  
 Gourgay, J. Mrs. E. E.  
 Grimshaw, R. J. Sorby, V.  
 Griscgono, P. O. Spiro, S.  
 Von Square, Miss.  
 Hanna, Dr. J. G. Schapirs, Dr.  
 Harbord, W. T. and Mrs.  
 Hewett, P. M. Tapp, J. R.  
 E. A. C. M. G. Thompson, L.  
 Innes, Capt. R. N.  
 Judah, Mrs. A. Webb, Mr. and  
 N. E. Mrs. B.  
 Jones, Mrs. A. Weidler, W. E.  
 Kabel, E. S. White, F. W.  
 Kadoorie, Ellis White, H. P.  
 Kruseman, A. Wood, G. G.  
 Kerby, G. Wolfson, Col. &  
 Kelly, Dr. and Mrs. J. N.  
 Mrs. J. F. Yeadell, S. P.  
 Knight Mr. and Mrs. W. B.

## Grand Hotel.

Balesky, J. Lewington,  
 Becke, G. G. Capt. J. S.  
 Bjoim, M. Lodge, Mrs. P.  
 Brothors, E. L. Loria, F.  
 Brown, Dr. Mahoney, J.  
 Brown, Mr. & Mrs. P.  
 Crawford Mr. & Mrs. P.  
 Crew, Mr. and Officer, H.  
 Mrs. A. B. Paffen,  
 Epperson, Mr. & Rocco  
 Mrs. Rbrun, Mr. and  
 English, J. R. Mrs.  
 Fensler, G. W. Ruckman, Mr.  
 Forrest, J. D. & Mrs.  
 French, C. Ruckman, Miss  
 Gibbon, E. J. Waern  
 Green, G. M. Warner, D. M.  
 Jeffery Weissmann, C.  
 Kennedy, J. G. Steff, E.  
 Key, Dr. Zoraga, Chinita  
 Leslie, Mr. and Miss

## Craigieburn.

Caldwell, Mr. McCaig, J.  
 Caldwell, Miss Reynaud, Ma-  
 Carpenter, Mr. dame & mon-  
 and Mrs. sieur  
 Cornell, W. A. Smith, Mrs. G.  
 Kydd, Mr. and Smith, E. G.  
 Mrs. Wood, E. M.  
 Galbraith, V. M.

## Consignee

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO  
 AND STRAITS.

## THE Company's Steamship

## "HITACHI MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted outmark by mark and delivery can be obtained as soon as the Goods are landed. Optimal goods will be carried on unless instructions are given to the contrary before Noon, to-day. Goods not cleared by the 7th July, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,  
 Agents.  
 Hongkong, 1st July, 1913. [84]

## To Sail

SOCIETA NAZIONALE DI  
SERVIZI MARITTIMI.

Direct Steam for GENOA, NAPLES,  
 LEGHORN, BOMBAY AND  
 PORT SAID via SINGAPORE.  
 (Without transshipment.)

(Taking Cargo at through rates to all  
 Mediterranean, Adriatic, Barcelona,  
 Valencia, Alicante, Almeria and  
 Malaga, Lorient and South Amer-  
 ican Ports up to Callao.)

## THE Steamship

"ISCHIA,"  
 Capt. Deleito, will be despatched as  
 above on FRIDAY, the 4th July,  
 at Noon.

For further particulars regarding  
 freight and passage, apply to  
 CARLOWITZ & CO  
 Agents,  
 Hongkong, 27th June, 1913. [436]

FOR SHANGHAI, KOBE  
AND MOI.

## THE Steamship

"ARRATON APOAR,"  
 Capt. W. Walker, will be despatched  
 for the above ports on MONDAY,  
 the 7th inst., at 4 p.m.

The Steamer has superior accommo-  
 dation for passengers, is installed  
 throughout with Electric Light and  
 carries a duly certified doctor.

Return Tickets to Japan  
 Return tickets are available by the  
 Indo-China Steam Navigation Co.'s  
 Steamers. Fare for round trip \$120.  
 For Freight or Passage, apply to  
 DAVID SASSOON & CO., LTD.  
 Agents  
 Hongkong, 2nd July, 1913. [393]

## Regular Steamship Service

With Liberty to call at the  
 Malabar Coast.

Proposed Sailing From Hongkong.

## FOR NEW YORK.

S.S. "WRA" on or about  
 5th July.  
 S.S. "CASILE" on or about  
 23rd July.  
 For Freight and further information  
 apply to  
 DODWELL & CO., LTD.  
 Agents.  
 Hongkong, 25th June, 1913. (899)

## AMERICAN ASIATIC S.S. CO.

Hongkong--Boston  
& New York.

FOR BOSTON & NEW YORK via  
 PORTS & SUEZ CANAL.  
 (With liberty to call at the Malabar  
 Coast.)

S.S. "INDRASAM" on or about  
 14th July.  
 For freight and further information,  
 apply to  
 SHEWAN, TOMES & Co.,  
 General Agents.  
 Hongkong, June, 28th 1913. [346]

## Notices

## FLIES

## ODORS

## GERMS

THIS IS THE WEATHER  
 when you are troubled with flies  
 and odors and when disease  
 germs are active.



## The Powerful Disinfectant

will rid you of the nuisances and  
 protect you from the germs. CN  
 is over five times as efficient as  
 carbolic acid, yet absolutely safe.

Use CN in the kitchen, the  
 cellar, the bathroom, the living  
 room—everywhere about the  
 house—wherever dirt or impuri-  
 ties gather.

"The Yellow Package with the  
 Gable Top"

At Drug and Dept. Stores.

THE CHINA  
 COMMERCIAL  
 CO.

3, DUNDRELL STREET.

## Notices

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese  
 graduate, versed in literature,  
 has been a teacher to European officials  
 and merchants in this Colony for over  
 ten years.

He has a good method of teaching  
 Europeans to pass in the Chinese ex-  
 amination, and is possessed of a first  
 rate certificate as a Chinese teacher.  
 He has also a good knowledge of  
 Mandarin and Hakka.

Those who intend learning the Chi-  
 nese language are requested to write care  
 of "Hongkong Telegraph" office or  
 direct to 37 Hollywood Road 1st floor  
 Hongkong, 29th Jan. 1913. [19]

## WING KEE &amp; CO.

47-49, Connaught Rd.

## SHIPCHANDLERS.

## PROVISIONS &amp; COAL

## MERCHANTS

Hongkong, 28th May, 1913.

GREEN ISLAND CEMENT  
COMPANY, LIMITED.

## PORTLAND CEMENT

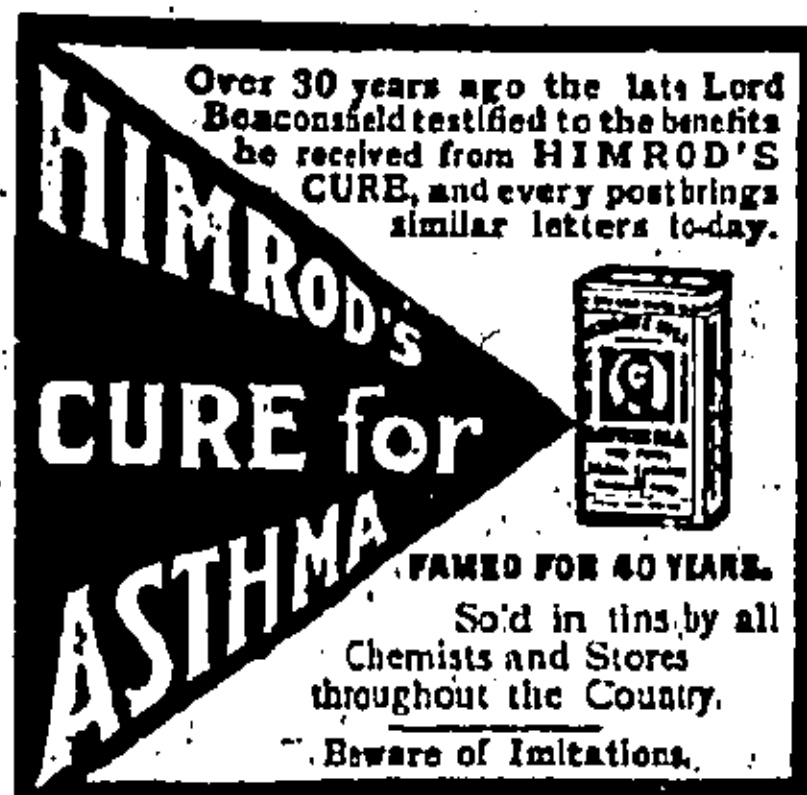
In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th August, 1901



## THE OPIUM TRADE.

## Interest at Home.

A meeting of members of Parlia-  
 ment of all parties was held at  
 the House of Commons on June 4  
 to hear an address from Lieut.  
 General Chang who is now in Eng-  
 land on a semi-official mission  
 in connection with the efforts that  
 China is making to eliminate the  
 opium evil. Mr. Theodore Taylor,  
 M.P., presided over a gathering  
 numbering about 50, and intro-  
 duced General Chang as a repre-  
 sentative public man who enjoyed  
 the confidence of the President of  
 the Chinese Republic.

The General, who spoke in  
 English, gave a concise and lucid  
 exposition of the present situa-  
 tion, and indicated that the main  
 problem was how to dispose of  
 the stocks now in hand at Chinese  
 ports, the total value being  
 estimated at \$8,000,000 and at the  
 same time facilitate the energetic  
 measures which were being em-  
 ployed by the Chinese Govern-  
 ment to produce a cessation of the  
 trade. Dr. Wenharn, of the  
 Medical College at Peking, also  
 spoke, and numerous questions  
 were asked and answered by  
 General Chang. It was decided,  
 on the motion of Dr. Chapple,  
 M.P., seconded by Colonel Greig,  
 M.P., to form a committee to  
 place on a practical footing the  
 suggestions made.

## In Szechuan.

Bishop Cassels, of Western  
 China, who is now in London,  
 in the course of an interview with  
 a representative of the "Man-  
 chester Guardian," said in re-  
 ferring to Szechuan—

"The Government gave the  
 farmers no compensation what-  
 ever, and, of course, the sup-  
 pression meant considerable  
 dislocation of labour. It  
 threw the coolies out of  
 employment; it affected the  
 merchants, the divan keepers, and  
 the officials. But it seems to me  
 that there is a really national de-  
 mand for the suppression of  
 opium. It is often said that  
 China moves as a mass, and I  
 think this is an example of it.  
 Mere Government action would  
 not have been taken up by the  
 people as this was if the Chinese  
 had not a real conscience about  
 the evils of opium."

Writing in the current issue of  
 the "Contemporary Review," Mr.  
 T. C. Taylor, M.P., says:—

Now that our own Government  
 has discontinued sales of further  
 opium for China, the Indo-Chinese  
 question is narrowed down to  
 this—must China take the 20,000  
 pressed.

## The World's Cup of Health

In every country and in every clime, the supremacy of Sanatogen among tonic foods and  
 reconstituent remedies is now abundantly recognised and warmly praised.

It exercises the most powerful influence over all disorders of the stomach and nervous  
 system which manifest themselves in such depressing symptoms as Insomnia, Uncontrollable  
 Lassitude, Disinclination for Mental and Physical Activity, Loss of Memory, so-called  
 "Nervous Dyspepsia," Anemia, and Chronic Diarrhoea.

With its use, these alarming symptoms rapidly disappear. The patient regains his  
 normal outlook on life, takes a keener interest in his work and play, and feels better than he  
 ever did. Start taking Sanatogen to-day, and see how wonderfully it will benefit you.

The Right Hon. Sir John Gort, Privy  
 Councillor to the King of England, writes: "Sir  
 John Gort has taken Sanatogen with excellent  
 results." It was also used by a daughter of his with  
 great benefit.

His Grace the Archbishop of Bombay writes:  
 "I use Sanatogen every now and then, under my  
 doctor's advice, and always derive great benefit  
 from it."

## SANATOGEN.

## The Tonic Food with Lasting Effects.

Sanatogen has been endorsed by over sixteen  
 thousand physicians, including ten physicians to  
 crowned heads.

Countless thousands of men and women, including  
 many celebrities, have found it the restorer of health,  
 strength and happiness, and have recommended it to  
 their friends that they, too, may acquire these blessings  
 in the fullest degree.

## WRITE FOR FREE BOOK.

Buy a bottle of Sanatogen to-day; it is sold by all  
 Chemists. And write for a Free Copy of "The Art  
 of Living," by Dr. Andrew Wilson, the well-known  
 medical author. This interesting book tells you  
 all about Sanatogen, and also contains a great deal  
 of valuable advice on health topics. Write at once,  
 mentioning this paper, to the manufacturers of  
 Sanatogen, Messrs. A. Walling & Co., 6, Kiukiang  
 Road, Shanghai.



## THE FAITH OF WOMAN.

months ago the ship sailed and,  
 going around South America,  
 reached Cocos Island. Five months  
 later it came into the Pacific  
 entrance of the Panama Canal,  
 and the owners offered it for sale.  
 The search had been a failure.  
 Mr. Mills is no longer a believer  
 in the clue and the story of the  
 pirate's treasure. But he says that,  
 even if he were, he would not  
 advise any one to invest the  
 money necessary to uncover it.  
 Since the treasure was buried in  
 the cave in the cliff there have  
 been great slides of rock and  
 earth along the front of the  
 island, and these have completely  
 covered the spot to which the  
 magnetic bearings specified in  
 the clue point. Granting that one  
 could locate exactly the spot in-  
 tended by the clue, there would be  
 months of digging before the  
 cave could be uncovered, and then  
 it might turn out that the clue  
 or its application were wrong, or  
 that the pirates actually hid the  
 treasure at some near-by spot in-  
 stead of at the point where the  
 meridian and parallel cross.

The women who persuaded Mr.  
 Mills and his fellow capitalists to  
 engage in the expedition do not  
 feel as he does. They are sure  
 that only a little more work and  
 money are required to uncover  
 the treasure cave. They are  
 returning to London intent upon  
 organizing another company for  
 the purpose of continuing the  
 search.

No Women M.P.s.  
 Although women exercise the  
 franchise in Australia, public  
 opinion does not yet seem favour-  
 able to their being concerned  
 directly in the making of laws.  
 This, at least, appears to be in-  
 dicated by the result of the  
 General Election. Three women  
 candidates wooed the suffrage  
 of the electors, and all were  
 defeated at the poll.

London Rubber Auctions.  
 (From the "Straits Times" Own  
 Correspondent.)

London, June 20.—At the rub-  
 ber auctions the average price  
 realised was 2/81 per lb. The  
 concluding stages showed an im-  
 provement, but a large quantity  
 of overproduced the average price.  
 The share market is acutely weak,  
 and the present prices are the  
 lowest that have been recorded  
 for years. There is continuous  
 selling and all markets are de-  
 pressed.

## COMMERCIAL.

## Rubber and Mining Shares.

Under date June 21 Messrs  
 Davies of Singapore, send us the  
 following:—

## Company. Closing Quotations.

Dollar. Buyers. Sellers.

Alor Gajah ... 3.00 3.50  
 Ayer Kuning 0.82 0.92  
 Ayer Molek ... 2.15 2.35  
 Ayer Panas ... 6.00 6.50  
 Balgownie ... 5.75 6.25  
 Bukit Jelutong 0.37 0.45  
 Bukit Katil ... 0.80 1.00  
 Bukit K. B. ... 0.92 1.00  
 Bukit Timah 13.00 16.00  
 Changkat

Serdang ... 5.85 6.30  
 Glenealy ... 1.15 1.30  
 Haylor ... 6.50 7.50  
 Indragiri ... 7.00 8.00  
 Jimah ... 0.52 0.60  
 Kedah nominal 2.30 2.60  
 Kelemak ... 1.75 1.50 Dis.  
 Kempas ... 3.25 3.75  
 Kuala Sawah ... nominal ...

Lunas ... 2.90 3.20  
 Malaka Pinda 0.87 1.05  
 Malakoff ... 2.25 2.45  
 Mandai Tekong 0.50 0.60  
 Mergui ... 2.45 2.80  
 Nallay ... 0.35 0.40  
 New Serendah 2.40 2.60  
 Nyalas ... 2.90 3.15  
 Pajam ... 12.00 13.50  
 Pantai ... 1.00 1.15  
 Panggor ... 0.72 0.82  
 Radella ... 14.00 16.00  
 Sandoroff ... 10.50 11.50  
 Sembrong ... 0.30 0.35  
 Sungai Bagan 1.00 1.20  
 Tambalak ... 0.00 0.67  
 Taph ... 10.25 11.00  
 Teluk Anson 7.00 7.50

Termoloh ... nominal ...  
 Trafalgar ... 1.15 1.35  
 Trafalgar (Coconut crop) ...  
 Ulu Pandan 0.80 0.87 a.d.  
 United Malacca 0.87 0.97

Angallag ... 2/1 2/6  
 Anglo-Java ... 5/3 6/-  
 Batang Malaka 1/9 2/6  
 Bukit Kajang ... \$21.0 \$25.0  
 Bukit Mertajam 2/2 2/8 a.d.  
 Bukit Sem-  
 bawang ... 1/7 1/9

Chersonese  
 (F.M.S.) ... 2/9 3/3  
 Chimpul ... 1/2 1/5  
 Duff Develop-  
 ment Co. ... 8/3 9/3  
 Hajoep ... 7/- 8/6  
 Heawood ... 2/10 3/6  
 Highland &  
 Lowlands \$2.76 \$2.12 6

Jasin ... 1/7 2/-  
 Kamuning  
 (Perak) ... 2/9 3/1  
 Kepitigalla 15/4 16/10  
 Kota Tinggi 9/1 2/1  
 Labu (F.M.S.) 5/- 6/3  
 Lumat ... \$1.76 \$1.10 6  
 Malacca (7 1/2%)  
 Prof.) ... \$7.26 \$7.18 9

Malacca  
 (Ordinary) \$5.15 0 \$6.15 0  
 Merlimau ... 3/4 3/8  
 Nordanal ... \$1.40 \$1.80  
 Padang Jawa ... 2/- 2/6  
 Pegoh ... \$1.12 6 \$1.18 0  
 Rembia nominal 16/6 13/0  
 Rubber Estates of  
 Krian ... 2/11 3/5  
 Sapong ... 17/6 \$1.13

Singapore Para  
 Rubber ... 2/1 2/5  
 Singapore United 1/9 2/-  
 Straits Bertam ... 3/7 4/2  
 United Temiang 1/9 2/1  
 10/3 dis. par.

Belat  
 Bruang, Lt. ... 2.80 2.75  
 Kampar  
 Kanaboi, Ltd. 2.05 2.15  
 Kinta Associa-  
 tion, Ltd. ... 13.00 14.25  
 Kinta Tin Mines \$1.15 0 \$2.0 0  
 Kledang  
 Middleton ... 13.50 15.00  
 New French  
 Tokka ... \$1.800 1,750  
 New Tambun nom.

Pahang Con-  
 solidated ... 9/8 10/0  
 Pengkalen ... 8/- 9/6  
 Pusing Bahru ... 5/6 7/9  
 Pusing Lama ... 3/6 4/3  
 Rahman Hydraulic ... 17.25 18.25  
 Rahman Tin Co. 22.00 23.50 a.d.  
 Rambutan ... 12.25 13.00  
 Raub ... 2.80 3.00  
 Redhills ... 2.95 3.20  
 Royal Johore ... 0.95 1.10  
 Selangor River  
 Sempam ... nom. nom.

Serendah  
 Hydraulic ... 1.50 2.10  
 Sungai Gau ... 19.25 21.00  
 Tanjong  
 Rambutan ... 9.50 10.15  
 Tokka, Ltd. ... 65/- 72/6  
 Ting Kil ... 10.50 11.50  
 Titi Tin Co., Ltd. 7.00 8.50  
 Tongkah  
 Harbour ... 14.00 15.00  
 Trough ... 20 16 6







